Weather
Overcast weather today. The maximum temperature yesterday was 92.8 and the minimum 74.7, the figures for the corresponding day last year being 86.5 and 73.4.

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大陸報

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HONGKONG ABLAZE AS CELEBRATION OF PEACE OPENS

Colony Is Transformed By Great Electric Display For Festival

TROOPS REVIEWED

Resolution Addressed To King Is Adopted By Gathering

GOVERNOR SPEAKS

Address Is Delivered To Men Returned From The Front

(Reuter's Pacific Service)

Hongkong, July 18.—The Island of Hongkong has been transformed into a veritable fairyland tonight when the illuminated buildings stand out against the background of the towering hills with their dense verdure. The outstanding feature on the Island was Sir Paul Chater's mansion with its gigantic electrically-illuminated inscription, "Victory and Peace."

At the eastern end of the City, "Peace" surmounted by an illuminated star shone out from the Sugar Refinery. Along the waterfront the Hongkong Club was conspicuously outlined with red lanterns while the Law Courts were lit up in similar manner. Statue Square presented a spectacle of a huge jewel casket in which the array of bronze statues of Queen Victoria, King Edward, King George, Queen Mary, and Queen Alexandra impressed the throng of thousands of Asiatic spectators with the might and glory of the British Empire.

In the midst of a scene of unparalleled brilliance and splendor stood the Governor's decorated private stand, in which His Excellency, the officials and guests viewed the fireworks in the harbor. Star Ferry Wharf was picked out with electric lights: Queen's, Prince's, King's and York buildings were magnificently illuminated and displayed transparencies. The majestic Post Office stood out in the decorative scheme, completing the picture of the central district.

Buildings Glow With Lights

Chater and des Voeux Roads shone in splendor and it would be invidious to single out any particular edifice. The towering blocks of commercial buildings formed one continuous line of color and glow. Two buildings displayed a white St. Andrew's Cross on a blue shield, the effect being very pretty. The dome and facade of the Hongkong and Shanghai Bank appeared bejewelled with a myriad lights.

Queen's Road was effectively, if less grandly treated.

The private residences on the hillsides, twinking with lights, relieved here and there the greenery of the pine-clad hills. The Campinile of the Catholic Cathedral towered over hundreds of surrounding buildings. The feature at the Hongkong University was the central tower, which was lit with powerful arc lamps, while the two outer towers were lit up by five hundred candle-power lamps and the whole structure was outlined by thousands of lanterns.

Afloat the most conspicuous objects were the Japanese cruiser Tone and His Majesty's destroyer Fame, which were outlined from truck to keel with electric lights, while the Governor's tender Stanley was picked out with lanterns.

Kowloon Also Gay

Kowloon vied with Hongkong in a display on a smaller scale. Holt's godowns being easily the most conspicuous with a very striking mammoth electric sign, "God save the King" while the facade of the warehouses, the railway station and the Tower of the Ferry Wharf at Kowloon and other buildings were lit up attractively in a combined scheme of illuminations. At the far eastern end of the Peninsula the Dock Company's premises shone out, the shoreings bearing an illuminated device "Peace" while the office, verandahs and machine shops were picked out with

(Continued on Page 2)

Peking Seeks To Suppress Disturbance In Kirin And Effect Change Of Tuchuns

Representative Of President Sent To Province To Act As Mediator And To Escort Meng En-yuan To Capital

(*From Our Own Correspondent*)

Peking, July 15.—The Kirin situation is clearing up a little, and it now looks as though Tuchun Meng would be able to proceed to Peking without serious opposition from the Kirin troops. To assist in settling the trouble at Kirin the President has despatched a personal representative to that province to give General Meng En-yuan full details regarding his new post in Peking and to escort him back here. The President has at the same time telegraphed to General Chang Tso-lin instructing him to bide his time and to refrain from sending an army against the Kirin troops. Both General Meng and General Chang Tso-lin are urged to lay aside their personal grudges and try to reach a friendly understanding, the more so as the Government is in receipt of confidential information that diplomatic complications are sure to result from continued trouble in the three Eastern provinces.

Orders To Civil Governor

Further orders have been sent to Civil Governor Kuo of Kirin to devote himself to the solution of any resulting diplomatic questions and to the administration of the Chinese Eastern Railway, as the Government does not wish intervention on the part of any foreign power.

These arrangements, together with a severe telegram from the Government to Divisional Commander Kao Shih-ping—who started the Kirin movement and has kept it up in spite of the professed objections of General Meng En-yuan—are expected to ease the situation in Kirin and make a peaceful compromise possible. Further more General Tuan Chi-jui has come to the assistance of the Government by sending an urgent telegram to General Chang Tso-lin, advising him to adopt a moderate stand and not to push his claims against Meng and Kao too far at present. Tuan's message adds that the peace of the entire nation is at stake and that General Chang should regard this as outweighing any temporary advantage that he might gain by the forcible expulsion or suppression of Meng and Kao.

Meng States Position

General Meng's last telegram to the Central Government states that he has thrice tried to turn over the Tuchun's seal to Civil Governor Kuo, who refused on each occasion to take it. The people are flocking to his yamen by the thousands in an attempt to keep him in Kirin, and this is adding to his difficulties. He is anxious to obey orders and set out for Peking, but does not see how he can safely and wisely do so yet. Hence he desires the Government to send him explicit directions as to dealing with the situation, accompanied by orders to leave for Peking at once.

Private reports on the Kirin situation indicate that the two provinces of Fengtien and Kirin are conducting compromise negotiations with satisfactory results and that Governor Kuo has sent six representatives to discuss matters with members of Chang Tso-lin's staff. These delegates are reported as favoring General Meng's transfer to Peking and his immediate departure for that post; and their negotiations in Mukden will be conducted on that basis, provided that Chang Tso-lin's men will consent to some procedure by which Meng's promotion is guaranteed and General Kao Shih-pin's face can be saved.

Cecil B. Demille First To Put Commercial Airplanes In Actual Service

First American aerial passenger service.

Cecil B. Demille, director general of the famous Players-Lasky Corporation, has announced the beginning of America's first regular passenger service by airplane by the Mercury Aviation Company, of which he is president. The planes of the company are now carrying passengers on a regular air route between Los Angeles and Fresno, Los Angeles and Bakersfield, and Fresno and Bakersfield, Cal. The company has four Curtiss planes in service, bought recently from the Canadian Government. The photograph shows Mr. Demille (right) about to start on a flight.

Ten Tossed In Creek In Motor Collision

Cars Crash On Jessfield Road; None Are Injured

A rear-end collision between two automobiles, one owned by the Star Garage and the other from the Datung garage on Foochow Road, tossed the ten occupants of the cars into the creek near Brennan and Jessfield Road corner about a mile above the railway early Friday morning. None of those riding in the automobiles were injured. The cars were badly damaged.

Floods In Argentine Do Extensive Damage

Several Persons Reported To Have Been Drowned In Southern Districts

(Reuter's Service)

Buenos Aires, July 11.—There have been heavy floods in the southern districts. In the Province of Buenos Aires several persons have been drowned, serious damage done to property and a number of cattle lost.

TIBETAN NEGOTIATIONS AT PEKING CONCLUDED

Arrangement Between British And Chinese Adjusted To Satisfaction Of Both

(*From Our Own Correspondent*)

Peking, July 16.—The negotiations between the British and Chinese Governments with regard to the status of Tibet have reached a settlement satisfactory to both parties. Some time ago the Chinese Foreign Office agreed to grant autonomy to Tibet, while retaining her suzerainty over that country; and this proposal has now met with the approval of the British Government.

Chinese officials in Peking are well pleased with this arrangement, which defines the status of Tibet and places the Tibetans on the same footing with the Outer Mongolians. China will be relieved of the burdensome and hitherto impossible task of keeping Tibet in order; and the British desire for the maintenance of Tibet as an autonomous buffer state is likewise realised. It is, furthermore, pointed out here that the Sino-British agreement in regard to Tibet will lay to rest once and for all the rumors of contemplated British aggression along China's Southwestern frontiers.

Will Receive Mail For German Delivery

U. S. Post Office Will Accept Matter, Subject To Disposal In New York

Official notice of resumption of mails to Germany has not yet been received at the United States Post Office but Postmaster Everett announces that in consequence of the telegraphic advices received at the Consulate regarding communications and trade with that country, mail matter will be received. It will be shipped to New York and if in accordance with the postal regulations will be sent on to Germany, if not it will be returned. All matter should bear the name and address of the sender.

A mail for the United States, to arrive in Seattle in about 23 days, will be closed at 9 a.m. today.

WITHDRAW PROCEEDING AGAINST STUDENTS' BODY

Summons Against Secretary Of Chinese Students' Federation Annulled By Court

The summons issued against Mr. P. K. Chu, secretary of the World's Chinese Students' Federation, charged with allowing the exhibition at the federation offices of certain handbills detrimental to the peace of the Settlement, was withdrawn yesterday in the Mixed Court before Japanese Assessor Hayashide and Magistrate Tsang.

Mr. R. C. Faithfull, representing the police, who originally brought the charge, stated in withdrawing the summons, said that since it had been taken out it had been found that there were certain mistakes in the translation of the literature as made by the police interpreter; and asked that the summons be withdrawn. Mr. S. Fessenden represented Mr. Chu. The Court granted Mr. Faithfull's application.

PLAN BULL FICHT HERE

Plans are under way to bring Chinese fighting bulls to Shanghai from Chekiang for the purpose of staging a Chinese bull fight. Application has been made to the French municipal authorities to run the show in the Koukaza Gardens and it is stated that if the permit is granted the animals will be shipped and the program arranged.

GERMAN PAPERS DISCUSS EXTRADITION OF KAISER

View Advanced Germany Will Have To Ask Holland For His Surrender

(Reuter's Service)

Paris, July 15.—The German papers state that the Allies will not ask Holland to give the Kaiser up for trial but will ask Germany to demand his extradition from Holland.

The same procedure will be used with regard to the German statesmen who have fled to neutral countries, totaling 167 in all.

Money Sent To Aid Java Volcano Victims

Receipt Of Remittances Is Acknowledged In Message To Dutch Consul-General

Collections in Shanghai for the fund to aid victims of the recent volcanic eruption in the Kloet district in Java amounted to Taels 480 and $3,880 at the end of the week. Out of these sums two remittances, of 3,000 and 7,000 Guilders respectively have been forwarded to Java.

The receipt of the remittances is acknowledged in a telegram that has been received from the Governor General of the Netherland East Indies by Mr. J. H. de Reus, Consul-General for the Netherlands at Shanghai. This message is as follows: "Please accept my sincere thanks for your remittances three and seven thousand guilders for Kloet relief fund. Stirum."

JUNIOR RED CROSS HERE VOTES $500 TO FOOCHOW

Money Is Given In Answer To Appeal For Aid To Check Cholera Epidemic

In answer to an appeal from the Foochow Chapter of the American Red Cross, the Central Committee of the American Junior Red Cross here at its meeting yesterday voted a contribution of $500 to be used in combatting the cholera epidemic at Foochow. It is the purpose of the Foochow chapter to establish there an American Red Cross Hospital to care for the many cholera patients. It is reported that conditions in and about Foochow are deplorable and that hundreds are dying daily.

Besides voting financial aid for Foochow, the committee of the American Junior Red Cross in Shanghai is also having printed for immediate free distribution in Foochow ten thousand copies of a pamphlet on cholera published by the Joint Council of Public Health. This pamphlet explains how cholera is carried from one person to another and how the spread of the disease may be prevented.

The committee of the Junior Red Cross is also having printed in the Chinese language a set of four Red Cross books entitled: "The Work and Spirit of the Red Cross," "How to Live," "The Sanitation of the Home," and "The Sanitation of the Village." The first three have been placed on sale.

Obata Asks Renewal Of Chinese-Japanese Military Agreement

Peking's Decision Reported To Be Opposed To Any Continuance Of Pact

(*From Our Own Correspondent*)

Peking, July 16.—The Japanese Minister called at the Foreign Office last week to propose to the Chinese Government the extension of the Sino-Japanese Military Agreement, which is about to expire. Mr. Obata is reported as having based his argument in favor of extending the agreement on the fact that the situation in China is still critical, particularly as far as the Siberian and Mongolian frontiers are concerned.

The Japanese proposal was submitted to the Ministry of War and the General Staff for joint consideration; and these offices have now decided that the Military Agreement shall be abrogated at the earliest possible date. It is not felt in military circles here that an extension of the agreement is advisable in view of the difficult nature of China's diplomatic relations.

The decision of the Staff and the Ministry of War, which will be communicated to the Japanese Legation through the Foreign Office within the next few days, is meeting with the enthusiastic approval of the majority of the civil officials in Peking.

CELEBRATION IN PARIS PASSES OFF QUIETLY

Contrary To Fears Victory Festival Is Not Marred By Discordant Note

(Reuter's Service)

Paris, July 15.—Paris last night was illuminated with a blaze of light and with bonfires on the heights. Contrary to fears, the tremendous Victory celebrations passed off without a single untoward incident or discordant note and strangers were greatly impressed by the orderliness and discipline of the crowd.

TO FRAME SECOND CHARGE AGAINST CHINESE EDITOR

Allege Ming Kuo Pao Published Second Dangerous Article After Proceedings Began

Mr. Yi Tsoo-tsang, editor of the Ming Kuo Pao, was charged yesterday in the Mixed Court, before Japanese Assessor Hayashide and Magistrate Tsang, with allowing to be published in his paper on July 4 a certain article endangering the public safety. The case was adjourned upon application of the prosecution to permit the framing of another charge against him for the publication of another article that appeared Friday, which, according to Mr. R. C. Faithfull, counsel for the police, was of a worse nature.

Mr. Faithfull stated that the case should have come before the Court a week ago, but was put off on account of the holiday. He asked that he be allowed another week within which to translate the second article and frame a second charge.

PUBLISHER IS ACQUITTED ON INCITATION CHARGE

Mixed Court Finds Book Did Not Encourage To Assassinations

The case against Mr. Zung Chazung, manager of the Sing Ming Bookstore, 98 Chiaotung Road, charged with unlawfully selling a book, named "Chang Tsung Hsiang," containing matters detrimental to the Republic of China and leading to confuse the form of government and to endanger the peace and good order of the country, was dismissed yesterday in The Mixed Court. The books seized by the police were ordered to be returned to the defendant. Mr. R. C. Faithfull prosecuted for the police and the defendant was represented by Mr. W. S. Fleming. The case was heard by Italian Assessor Ros and Magistrate Yui.

Mr. Faithfull, in opening for the prosecution, stated that defendant had admitted that he was the manager of the shop, but denied that he was the author of the book in question. The charge, he said, was based on certain sections of the book, the name Chang Chung-hsiang, being the name of one of three Peking officials who were recently dismissed from office. On page 50 a passage reads: "When Chang lives, the Republic will die, when the Republic lives, Chang will die, etc," which counsel submitted was capable of the interpretation of meaning to get rid of Chang and men of his class like Lu Chung-yu and Tsao Ju-lin.

Witnesses were then called by the prosecution, including Sergeant Sullivan of the Central Station, Loh Oon-fee and Zao Zu-zing, two police interpreters.

Mr. Fleming then said that the defense had no evidence to offer, the defendant having admitted that he is the manager of the store. Counsel pointed out that the three men, Chang Chung-hsiang, Lu Chung-yu and Tsao-lin were driven out of office in disgrace. The discharge, Mr. Fleming said, was approved by both the Chinese people and foreigners. Counsel submitted that the good government of a country is dependent upon the freedom of the press and freedom of speech, because only such freedom could attain good government, such as that seen today in America and European countries.

The writer of the book, Mr. Fleming maintained, voiced the thought of the people and the criticism was wholesome and would contribute to the progress of the government. Counsel believed that the police were mistaken in their prosecution.

Counsel further said that the words "to die" in the passage were merely a figure of speech and not meant to kill or in any way to disturb the peace of the country. Besides, the defendant was merely the manager of the place and not the author, and even if he were the book was nothing more than a fair comment, fair because the object of attack was driven out in disgrace.

Mr. Faithfull argued that the book was more than a fair comment, but that the tenor of the text was to put the man out of the world besides putting him out of office.

The Magistrate in delivering his judgment said that the words used were merely figures of speech and were very superficial. The passage referred to was not capable of the interpretation "to kill." Moreover, the defendant was not the author of the book, so he would dismiss the charge and return the books to him.

CARSON THREATENS ULSTER UPRISING IN CASE OF NEED

To Call Out Volunteers Again If Home Rule Is Granted

NO DOMINION PLAN

Says It Is Camouflaged Name Merely For Irish Republic

REFERS TO U.S.

Sir Edward Asserts That American Interference Won't Be Tolerated

(Reuter's Service)

London, July 13.—Sir Edward Carson speaking at Belfast at the Orange celebration on the 12th said that if any attempt was made to take away one jot of the Ulstermens' rights as British citizens he would once more call out the Ulster Volunteers.

Hits At Home Rule

Dominion Home Rule, he declared, was the Irish Republic camouflaged by another name and they would have nothing whatever to do with it.

Talks Of America

He wanted good feeling between America and Great Britain, he said, but he would not submit to an anti-British campaign in America for friendship or any other purpose.

They would not brook interference in their affairs by any country, however powerful, he concluded.

British Coal Porters Say Increase Is Due

Their Demand Grows Out Of Price Advances Made By Government

(Reuter's Service)

London, July 14.—In consequence of the additional six shillings in the price of coal the coal-porters claim a further increase in wages on the pretext that they have an agreement with their employers entitling them to an advance in wages whenever an advance is made in the price of coal.

Japanese In Kansu Is Held As Agitator

Peking Notified Of Arrest Of Nipponese Charged With Inciting Uprising

(*From Our Own Correspondent*)

Peking, July 15.—The Central Government has received a telegram from General Chang Kuang-chien, concurrently Tuchun and Civil Governor of Kansu Province, stating that a Japanese subject named Chuan-chun-yi-ma has been instigating the Mohammedans of Kansu to start an uprising. After the provincial authorities had secured complete evidence of Mr. Chuan-chun-yi-ma's revolutionary activities General Chang had him arrested with a view to sending him to Peking to be dealt with. General Chang requests the Government to send troops to escort the prisoner to the capital, as it is desirable that he make the journey in safety.

Peking Asks Canton Not To Oppose Wang

Reason Speaker Was Named To Head Northern Delegation Given In Message

(CHINA PRESS OWN SERVICE)

Peking, July 19.—The cabinet at Peking has telegraphed to the Canton government explaining that Wang Yi-tang was appointed to head the Northern Delegation for the reopening of the Peace Conference at Shanghai because the solution of the parliamentary deadlock at Peking is of primary importance and Wang, as speaker of the new parliament, is in the best position to handle that problem. On this account the Southern Government is urged in the message not to oppose the appointment.

Full Text Of Allies' Offer To Recognise Koltchak

Following is the full text of the despatch sent to Admiral Koltchak by the Allied Governments in which were stated the conditions under which the Allies would recognise his Government as the legal Government of Russia:

"Paris, May 26, 1919.

"The Allied and associated powers feel that the time has come when it is necessary for them once more to make clear the policy they propose to pursue in regard to Russia.

"It has always been a cardinal axiom of the Allied and associated powers to avoid interference in the internal affairs of Russia. Their original intervention was made for the sole purpose of assisting those elements in Russia which want to continue the struggle against German autocracy and to free their country from German rule, and in order to rescue the Czecho-Slovaks from the danger of annihilation at the hands of the Bolshevik forces.

"Since the signature of the armistice on November 11, 1918, they have kept forces in various parts of Russia. Munitions and supplies have been sent to assist those associated with them at a very considerable cost. No sooner, however, did the peace conference assemble than they endeavored to bring peace and order to Russia by inviting representatives of all the warring governments within Russia to meet them, in the hope that they might be able to arrange a permanent solution of the Russian problem.

"This proposal and a later offer to relieve the distress among the suffering millions of Russia, broke down through the refusal of the Soviet government to accept the fundamental conditions of suspending hostilities while negotiation for the work of relief was proceeding.

To Continue Assistance

"Some of the Allied and associated governments are now being pressed to withdraw their troops and to incur no further expense in Russia, on the ground that continued intervention shows no prospect of producing an early settlement. They are prepared, however, to continue their assistance on the lines laid down below, provided they are satisfied that it will really help the Russian people to liberty, self-government and peace.

"The Allied and associated governments now wish to declare formally that the object of their policy is to restore peace within Russia by enabling the Russian people to resume control of their own affairs through the instrumentality of a freely elected constituent assembly, and to restore peace along its frontiers by arranging for the settlement of disputes in regard to the boundaries of the Russian state and its relations with its neighbors through the peaceful arbitration of the League of Nations.

Conditions Are Stipulated

"They are convinced by their experiences of the last twelve months that it is not possible to attain these ends by dealing with the soviet government of Moscow. They are therefore disposed to assist the government of Admiral Koltchak and his associates with munitions, supplies and food to establish themselves as the government of All-Russia, provided they receive from them definite guarantees that their policy has the same object in view as the Allied and associated powers.

"With this object they would ask Admiral Koltchak and his associates whether they will agree to the following as the conditions upon which they would accept continued assistance from the Allied and associated powers:

"In the first place, that, as soon as they reach Moscow, they will summon a constituent assembly elected by a free, secret and democratic franchise, as the supreme Legislature for Russia to which the government of Russia must be responsible, or, if at that time order is not sufficiently restored, they will summon the Constituent Assembly, elected in 1917, to sit until such time as new elections are possible.

Free Elections Demanded

"Secondly, that throughout the areas, which they at present control, they will permit free elections in the normal course for all local and legally constituted assemblies, such as municipalities, zemstvos, etc.

"Thirdly, that they will countenance no attempt to revise the special privilege of any class or order in Russia.

"The Allied and associated powers have noted with satisfaction the solemn declaration made by Admiral Koltchak and his associates that they have no intention of restoring the former land system. They feel that the principles to be followed in the solution of this and other internal questions must be left to the free decision of the Russian Constituent Assembly, but they wish to be assured that those whom they are prepared to assist stand for the civil and religious liberty of all Russian citizens and will make no attempt to re-introduce the regime which the revolution has destroyed.

"Fourthly—That the independence of Finland and Poland be recognised, and that, in the event of the frontiers and other relations between Russia and these countries not being settled by agreement, they will be referred to the arbitration of the League of Nations.

"Fifthly—That if a solution of the relations between Esthonia, Letvia, Lithuania and the Caucasian and trans-Caspian territories and Russia is not speedily reached by agreement, the settlement will be made in consultation and co-operation with the League of Nations, and that until such settlement is made the government of Russia agrees to recognise these territories as autonomous and to confirm the relations which may exist between their de facto governments and the Allied and associated governments.

"Sixthly—That the right of the peace conference to determine the future of the Rumanian part of Bessarabia be recognised.

Must Join League

"Seventhly—That as soon as a government for Russia has been constituted on a democratic basis, Russia should join the League of Nations ad co-operate with the other members in the limitation of armaments and of military organisations throughout the world.

"Finally—That they abide by the declaration made by Admiral Koltchak on November 27, 1918, in regard to Russia's national debt.

"The Allied and associated powers will be glad to learn as soon as possible whether the government of Admiral Koltchak and his associates are prepared to accept these conditions, and also whether in the event of acceptance they will undertake to form a single government and army command as soon as the military situation makes it possible.

"G. Clemenceau, Lloyd George, Orlando, Woodrow Wilson, Saionji."

Hongkong Is Ablaze For Celebration

(Continued from Page 1)

electric lights, and the staff reading rooms with Japanese lanterns.

The Dragon Boat procession, winding in serpentine fashion about the harbor, elicited universal admiration. Tens of thousands of spectators admired the spectacle of the fireworks carried out from a huge pontoon surrounded by auxiliary floats, moored in front of Statue Wharf, from which the magnificent set pieces and pyrotechnics were fired off. The program wound up with "God save the King" being displayed in fireworks.

Chinese Witness Spectacle

Hongkong, July 19.—It is estimated that over half-a-million Chinese, including many from Macao, Canton and the surrounding district, witnessed the dazzling spectacle last night.

The second day's celebrations commenced with a review early this morning of a body of 700 troops, consisting of detachments of the Manchesters, Punjabis and Hongkong defence corps and contingents from the warships. The Acting Governor took the salute. The artillery fired a Royal Salute, the infantry a feu de joie and the band of H. M. S. Kent played the National Anthem.

A meeting of the members of the Executive and Legislative Councils, the foreign Consuls, ladies also being present, passed the following resolution:

"The Councils, assembled in joint session, on behalf of the people of the Colony of Hongkong, desire to tender to His Majesty the King a humble expression of their loyalty and devotion and their respectful and heartfelt congratulations in the attainment, in conjunction with the Allied and Associated Powers, of a just and victorious peace. It is their fervent hope that the whole Empire, united in bonds of mutual sympathy and self sacrifice, is about to enter on a new era of progress and prosperity."

The Councils then sang the National Anthem, the Governor leading.

Reception In Afternoon

In the forenoon the Governor gave a reception at Government House when the contingent of men who have returned from the Front were presented to His Excellency. There was a large attendance of the Consular Body and naval and military representatives of the Allies and also of leading members of the British, Portuguese, Indian, Chinese communities.

The Royal Salute was fired at noon.

At the reception at Government House this morning, His Excellency the Governor, addressing the men returned from the Front, said:

"I cannot tell you how great the honor and pleasure is to greet you here today on behalf of the Colony of Hongkong on your return from active service. No part of the celebration of the signing of the Treaty of Peace can have greater importance to us than doing honor to those who went to fight in the Empire's great struggle. There are present here not only those who left these shores but those who, after laying down their arms, have come to the Colony for the first time to make their homes here. We welcome them very heartily and are proud to have them as members of our community. Some of those who left Hongkong have laid down their lives for their country and their memory and the record of their brave deeds will be commemorated with all the reverence that is possible.

"To you who survived to take your part in the great work of reconstruction I need only say that you can have no happier thought throughout your lives than that you nobly responded to the call when it came. Your names will be honored by the people of this Colony and I feel sure that all present will join me in expressing to you the deepest feelings of gratitude for what you have done, our heartiest congratulations on your safe return and our best wishes for your future welfare."

The speech was punctuated with frequent applause.

Afterwards the Governor presented Sir Boshan Wei-yuk with His Majesty's Letters Patent as a Knight Bachelor and the investiture of Mr. E. R. Hallifax, Secretary for Chinese Affairs, and Mr. C. McI. Messer, Captain Superintendent of Police, with the badges of Officers of the Order of the British Empire concluded the proceedings.

News Brevities

The Treasurer of the "Door of Hope" acknowledges with thanks further donations to the "Mary Fitch Memorial Sanatarium," amounting to Taels 201.96; from the following friends. Mrs. A. Allison, Mrs. A. Foster, Miss M. C. White, Miss Mamlyn, Mrs. Barnes, Mrs. Pardee; Mrs. Z. F. How, Mrs. Y. H. Ban, Mrs. R. E. Lacey, Mrs. Hudson, Mrs. Wong, Miss Penrose, Mrs. Macphail, Miss Kate Carter, Mrs. Kate Rolph.

* * *

The British Postmaster acknowledges with thanks the receipt of books, magazines etc., for British Forces from Mesdames R. Pote-Hunt, W. J. Williams, J. Graham, J. Gray, J. W. Cameron, Jamieson (Tongchun), C. Hueglin, W. McIntosh, A. A. Crawford, Messrs. F. D. Marshall, P. Wallace, Jas. Harrop, Representation for British Manufacturers Ltd., H. B. M. Postal Agent, Weihaiwei, Butterfield and Swire, "D. J.," and Anonymous."

* * *

Mr. J. H. Moore, Far Eastern manager for John E. Hughes & Co., has returned from Japan and Korea.

Bostock's Circus Coming

On a tour which has covered over half the world, Bostock and Wombwell's Royal Italian circus will shortly arrive in Shanghai from Hongkong and is to open at the Chang Su-ho Garden on Bubbling Well Road.

Bostock's aggregation exhibited for two years at Hengler's Circus in London and appeared on two occasions at Buckingham Palace before the Royal Family.

Forty European artists accompany the show which also features 200 performing animals.

Booking will be opened at Moutrie's tomorrow.

Judgment Given In Contract Suit

Defendant Wins Case Brought In United States Court

Judgment for defendants has been rendered by the United States Court for China in the claim instituted by Mr. John Davis against Tau Fu-sung, carrying on business as the Hoa Sun Iron Works, for damages in the sum of Tls. 2,500 for alleged breach of contract.

The contract stipulated for the construction by defendant of two tobacco cutting machines, which the plaintiff alleged were not in good working order, and could not be used. The defendant contested that the workmen of the plaintiff did not know how to adjust the machines. Mr. Bonder Harris represented the plaintiff and Mr. J. B. Davies was counsel for the defendant.

Shanghai Rifle Association

Benevolent Cup Competition

The second competition for the Benevolent Cup, conducted under the auspices of the Shanghai Rifle Association, will be held July 28 from 5 p.m. to 7 p.m. The entrance fee is $1 and proceeds go to the Ladies' Benevolent Society. Entries should be sent to Mr. A. M. Collaco, secretary, care of the Russo-Asiatic Bank.

Three practices must be fired. The present holder of the cup is Mr. W. T. Rose. The trophy must be won twice to become the absolute property of any holder.

BRITISH ARE BEST
SEEDS FARMROOT VEGETABLE AND FLOWER SEEDS
Exporters for nearly 70 years.
Descriptive Catalogue free.
Get our special offers.
KELWAY & SONS
Wholesale Seed Growers.
Langport, England.

DRINK
RED ROC
The Perfect Water

How A Thousand Dollars Was Lost

A MAN who received a legacy kept the money in his home until his death. At that time the administrator of his estate discovered that the money would have earned over a thousand dollars, if it had been deposited in an interest-bearing account at the Bank. This comfortable sum was lost as a result of the money being idle during its owner's life.

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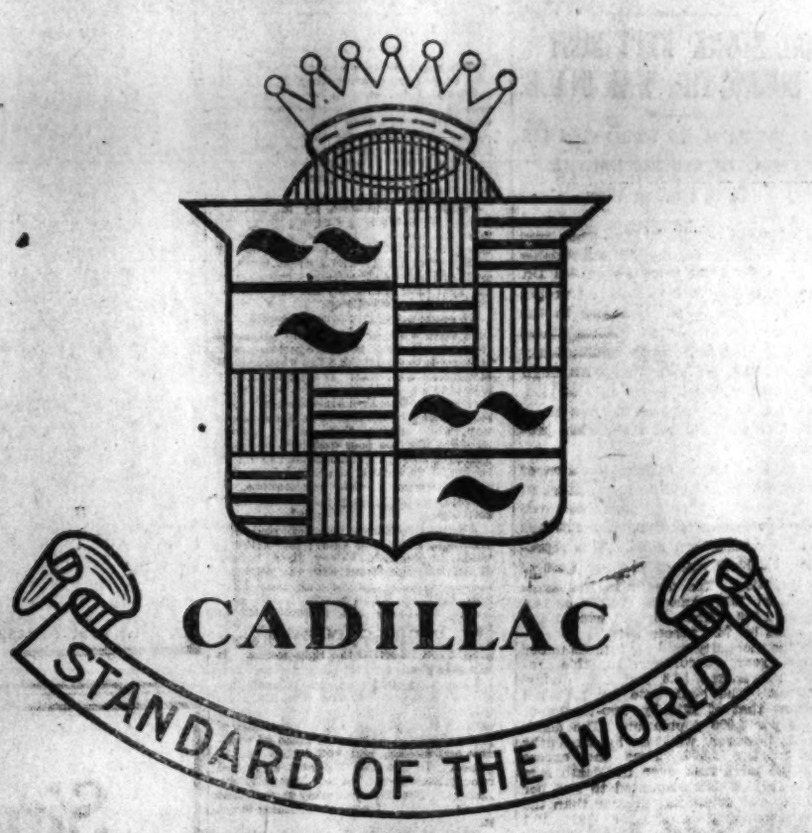

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GENERAL MOTORS EXPORT, NEW YORK

U.S. Feaeration Of Labor Hotly Debates Prohibition

Larger Minority Than Expected Supports Dry Law At Annual Convention

Atlantic City, June 11.—The advocates of 2.75 percent beer triumphed over the advocates of "bone dry" prohibiton in the convention of the American Federation of Labor today by a vote of 26,475 to 4,005.

The result is not satisfactory to the "wet" group. Leaders had figured on a vote of not less than ten to one. They say that until today's vote they were justified in saying labor was solid for beer.

The "dry" element, for which John B. Lennon, for many years treasurer of the Federation, was a spokesman, is elated. Lennon was defeated in Buffalo two years ago, after more than thirty years' service, by a coalition of "wets." Today it was he who forced the calling of the roll.

Would Prevent Idleness

Mr. Lennon said the record of the convention proved the "dry" vote did not represent the full prohibition sentiment of the convention, citing a statement by John P. Walker, of the miners, that the matter of throwing large numbers of workers out of jobs was with him the determining factor.

The beer issue was raised by John P. Frey, chairman of the Committee on Resolutions, who took the floor suddenly and read this resolution:

"Whereas, the President of the United States has, by executive order, given instructions to stop all brewing of beer, as well as near-beer, on December 1, 1918;

"Whereas, the war emergency prohibition bill, as passed by Congress, both Houses agreeing, and signed by the President on November 21, 1918, provides that the manufacture of beer, as well as its sale, must be discontinued July 1, 1919, and until the demobilisation of troops has taken place; and

"Whereas, The national constitutional prohibition amendment, passed by Congress, both Houses agreeing, has been ratified by the necessary number of states to make national prohibition a part of the organic laws of the United States; and

"Whereas, The foregoing is principally intended to deprive the workers of America of the means to secure legally a glass of beer after their day's labor; and

"Whereas, All this restrictive and sumptuary legislation has the effect of destroying part of the American labor movement and is seriously crippling many international organisations affiliated with the American Federation of Labor; therefore be it,

"Resolved, That the American Federation of Labor in convention assembled in Atlantic City expresses its disapproval of war-time prohibition and that a strong protest from the delegates to this convention be forwarded to the government at Washington, setting forth in a most emphatic manner the opinion of the delegates to this convention that the present mild beers of 2¾ percent alcohol by weight should be exempted from the provisions of the Eighteenth Amendment to the Constitution and also from the provision of the war prohibition measure; and be it further

"Resolved, That the executive council of the American Federation of Labor be and is hereby instructed to convey these expressions through a committee to the President of the United States and Congress, and to do everything in its power to preserve to the people of the United States their freedom, liberty and democracy."

Unanimously Recommended

"This resolution," concluded Mr. Frey, "is signed by upward of 100 delegates to this convention. The committee is unanimous in recommending its adoption."

James A. Duncan, of Seattle, a radical, rose and said that although there were many things on which Seattle and Mr. Gompers agreed, they did not agree on prohibition. To the workers from his section, he said, it appeared ridiculous that the convention should consider daylight saving and beer matters of primary importance. To their way of thinking the convention might with profit take up another matter, such as the six-hour day.

"So far as booze is concerned," said he, "we believe that when there's still so much hysteria in the air it is best to keep the minds of the people sober. Four years ago Seattle might have approved the resolution. Now, when we see the workers better fed, better clothed, better housed, we no longer fall for the bribe of a glass of beer or a trip to Washington. When we go to Washington we will go at the expense of the workers and not at the expense of the brewers. Any person who voices the sentiment of the brewers does not voice our sentiments."

Would Kill Espionage Act

"They tell us that it is of importance to labor that the war prohibition act be repealed. I tell you it is of vital importance that other measures, notably the espionage act, be taken from the statue books. They tell us that it restricts our liberty. I tell you that most laws are restrictive of liberty.

"You say to us that it is important that the worker should have his beer. I say to you that it is of infinitely greater importance to stand by prohibition in the interest of generations yet unborn. We want no more imbeciles born into this world because their parents were hard drinkers. In the name of labor we're for prohibition first, last and all of the time."

Jacob Birch, a thirty-year-old newsboy, of Seattle, followed Duncan. He said prohibition had given the Northwest "a progressive labor movement."

"It is not the temperance men of the Pacific Coast who put the saloon out of business," he declared. "It was the booze fighters. Now they would not have it back."

Mr. Frey explained the haste of the resolutions committee in reporting out the resolution, on the ground that haste was necessary if the resolution were to get before Congress in time.

"It is not," said he, "a question of booze. It is a question as to whether or not we approve of the brewing of 2.75 percent beer. If the booze drinkers of Seattle can drink enough of that to become intoxicated their's is, indeed, a large capacity for liquids.

"The delegate from Seattle says the labor movement in Seattle was never so sane as since Seattle went dry. Some of us differ as to the sanity of some recent occurrences in Seattle."

"As one whose nearest and dearest has served in France," began Mr. Lennon, "I will never vote on any question in conjunction with the German-American alliance of unsavory record in this war."

His experience, he said, had been that in dry towns the workers were better off and more satisfied than in towns were liquor was to be had. He reminded the convention that in the east the federation had kept its hands off the liquor question, and he protested that to take sides would be a backward step.

C. C. Shea, of New York, representing the theatrical mechanics, agreed with Mr. Lennon that a roll call should be had so that it should become known where everybody stood. He was, however, in favor of the resolution.

Mr. Gompers followed Mr. Shea. He said he felt compelled to say he had written a magazine article on prohibition as a citizen and not as president of the federation. Such a law, he said, made him apprehensive of the liberties of the American people.

He did not, he said, know whether there was any affinity between prohibition and Bolshevism, but he asserted there had been more cases of alcoholism in the hospitals of Russia since the prohibition of vodka than there ever were before. And, he added, a glance at the resolutions presented by delegates from Seattle would indicate that not only were they in favor of prohibition for the United States but for Bolshevism in the United States as well.

John H. Walke denounced both "the big corporation interests, which are financing the prohibition movement and the distillers who are financing the wet opposition."

"There's no difference between the two," said he "in all matters of labor. We get nothing from them except when we can lick them. There are many out of work now. It is fair to assume that the next two or three years are to be years of unsettlement and idleness. Under these conditions I do not think it the wise thing to throw 200,000 or more men out of work. Therefore, I think the wise thing for the convention to do would be to adopt the resolution."

Many Surprises In Vote

The rollcall took up the greater part of the afternoon.

The vote showed some surprises. New York's Central Federated Union delegates voted with the "wets." Those of the Chicago Federation voted "dry." Kansas City, Kan., was "dry," while Kansas City, Mo., just across the river, was "wet." Newport News, Va., was "wet," Newport, R. I., "dry."

The one big union to vote for the resolution was that of the carpenters, the position of which had been doubtful. The vote of the miners, the largest in the convention, was split, the vote being 2,706 "wet" and 1,230 "dry." The stereotypers voted "dry," as did the teachers and the spinners. The pressmen voted "wet."

DR. STORK KEPT BUSY DURING THE WAR IN U.S.

14,394 Pairs Of Twins And 155 Sets Of Triplets Born In U. S. During War

Washington, June 11.—The war did not interfere to any appreciable extent with the activities of old Dr. Stork, during 1917 at least, according to the birth rate statistics in the registration area of the United States during the year, made public today by the U. S. Census Bureau. Although the birth rate fell below that of 1916, the death rate among the new-borns in 1917 was less than the year previous.

In the birth registration area of this country, which in 1917 comprised 53 percent of the population, the Census Bureau reports that 1,353,792 infants were born alive. This represents a birth rate of 24.6 per 1,000 of population. The deaths in this same area in 1917 came to 776,222, or 14.1 per 1,000. The births exceed the deaths by 74.4 percent.

The mortality rate for infants under one year, according to this report, averaged 93.8 per 1,000 living births. The birth rate for 1917 fell below that of 1916 by two-tenths of one per 1,000 population. The death rate, however, was less by six-tenths of one per 1,000. Thus the excess of the birth rate over the death rate for 1917, which amounted to 10.5 per 1,000, was somewhat greater than the corresponding excess for 1916, 10.1 per 1,000, although it fell slightly below that for 1915, 10.9 per 1,000.

Infant Mortality Rate

The infant mortality rate—that is, the number of deaths of infants under one year of age per 1,000 born alive—throughout the birth-registration area as a whole was 93.8 in 1917, as against 101 in 1916 and 100 in 1915. This is equivalent to saying that in 1915 and 1916, of every ten infants born alive one died before reaching the age of one year, whereas in 1917 the corresponding ratio was a trifle more than one in eleven. Among the twenty States these rates ranged from 67.4 for Minnesota to 119.9 for Maryland, and for the white population separately the lowest and the highest rates were 66.3 for Washington and 109.5 for New Hampshire.

The infant mortality rates vary greatly for the two sexes and for the various nationalities. The rate for male infants in 1917, 103.7 per 1,000 living births, was nearly 25 percent greater than for the female infants, which was only 83.3. When the comparison is made on the basis of race or nationality of mother a minimum of 66.2 per 1,000 births is shown for infants with mothers born in Denmark, Norway and Sweden, and a maximum of 172.6 for infants with mothers born in Poland, while for Negro children the rate was 148.6.

14,394 Pairs Of Twins

The reports from the registration area show the birth of 14,394 pairs of twins and 155 sets of triplets in 1917—in all, 29,253 infants, or a little more than two percent of the total number born.

The reports for 1,241,722 of the births occurring in 1917 contained information as to number of child in order to birth. Of these reports, 339,042 were for the first child born to the mother, 264,044 for the second child, 191,528 for the third, 134,331 for the fourth, and 95,931 for the fifth. In the remaining 216,846 cases, or 17.5 percent of the entire number for which information upon this point was obtained, the total number of children borne by the mother was six or more; in 37,914 cases it was 10 or more; in 1,600 cases, 15 or more; in 56 cases, 20 or more; and in one case, that of a colored woman, the birth of a twenty-fifth child was reported.

The total number of children borne by the mothers who gave birth to these 1,241,722 infants in 1917, in whose cases data were available as to previous births, was 4,093,908. The reports for 1,194,621 of the births occurring in 1917 contained information as to the entire number of children borne by the mothers and still living, and gave a total of 3,423,466, or an average of very nearly three living children in each family in which a birth took place in 1917.

Of the total number of births reported, 1,280,288, or 24.5 per 1,000, were of white infants, and 73,504, or 25.8 per 1,000, were of colored infants. The death rates for the two elements of the population were 13.7 and 22.5 per 1,000, respectively.

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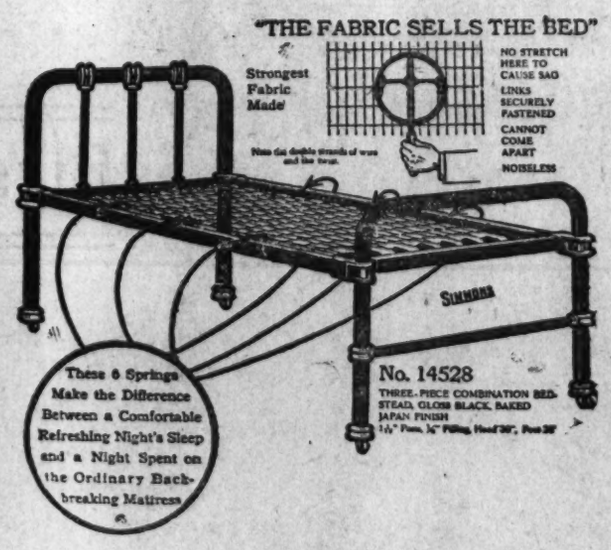

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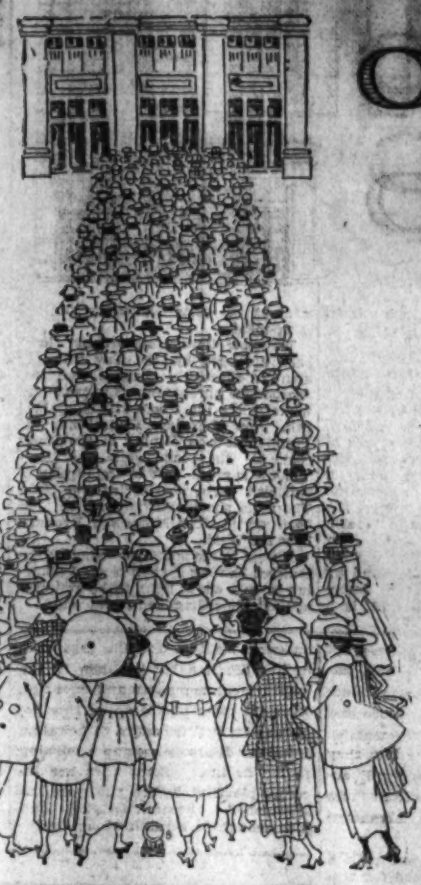

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Two Faults Of Women In Business

Some Are Too Diffident, Some Overconfident, And The Latter Class, Described As A Nuisance, Is The Worse

There has been time enough, since the armistice was signed, to discover whether the general tendency among woman in business was to leave the working world and go back home. And, if the testimony of those who are leaders in handling the employment situation amounts to anything, the conclusion has been reached that the majority of these women are remaining either in the positions they held during the war or in others.

Miss Eugenia Wallace, vocational adviser and head of the Employment Department of the Central Y. W. C. A., of New York, has an opportunity to study this situation. It is her opinion that women are in business to stay and to grow and to become daily more efficient so their employers will give them the recognition they deserve. During the war, when women were flocking into industry from all directions, Miss Wallace hired women at the Guaranty Trust Company of New York. There she had ample opportunity to observe their point of view and to take notes upon their worth. All her deductions are based upon existing facts.

Just now the opportunities for women in business are as good or better than they have been, that is, for trained women. The training is necessary, however, and not only the prescribed training of a special course in something but training that comes of applicaion. The college woman starting out upon a business career has so much advantage over her less educated sister not entirely because of the "book learning" she has absorbed but because of the knowledge of how to mingle with others, to conduct affairs with them and still to retain her own personality. The biggest thing that the older women and those young ones not trained in the ways of business have to realise is that their natural womanly sensitiveness must be put away forever in the bureau drawer and that they must cultivate the feeling of impersonality. They need these traits in business and, gradually, they are taking them there.

Before the war it was generally the case that the women who had of stern necessity to earn their livings, did so, and they only. Of course there were women working professionally who were doing it merely from love, but speaking of the strictly business position there was no wild rush of applicants who could otherwise find their support. It needed a great emergency to wake them up to business expression, but now they have tasted of the satisfaction of that urge.

The trained clerical worker or social worker or the worker in any other field of woman's endeavor can just now find a position with little or no difficulty. The demand is great and the supply not overabundant. Those fortunate women who started out in business ten years ago with a serious purpose and a real intention of becoming experts at their work are now in a position to demand larger salaries and positions of more importance. But they are a limited class, after all. They can afford to have their ranks augmented, and at once by those who are seriously preparing to work up into higher positions.

There are many difficulties to be faced in the development of the modern business woman. They arise both from her own conception of the work before her and from the attitude of her employer. She is really a pioneer, and she must expect to have to break down some barriers in the minds of the business man. They exist because in some cases the work of women demanded criticism, and in other cases because the business man has been more or less skeptical about the actual existence of feminine abilities. And, while there is fault on both sides, there is also a recognisable tendency to concede a few points and do better the next time.

Women suffer greatly from two salient deficiencies, as pointed out by Miss Wallace. They are either inclined to be overcome with a deep feeling of fear, or they are too positive and assured about the points which they do not fully understand. To the first class belong those women who are afraid to attempt anything new. They imagine the dire evils that might overcome them if they failed.

"Why," Miss Wallace said, "some women keep addressing envelopes all their lives because they are afraid that if they undertook more responsible duties they might make a mistake." Then, to the other class belong those who are overconfident of their abilities. They are a menace to the whole woman-in-business situation and they need to find balance through experience. They are a nuisance and the men are the first to discover the fact.

As long as women are confined to the clerical labors of a business they are endlessly confronted with some such argument as this: "Your department costs a great deal but brings in nothing. We cannot afford to add to the expenses." This is always the cry in a non-productive position, be the incumbent man or woman, and it demonstrates the fact that women must reach out, through briars if need be, toward positions which are more lucrative because they bring more business in to the firm.

Again, women should enter business for themselves. It need not be a large and pretentious business, but it must have a new angle and, naturally, a demand for the product offered. Women should, more and more, produce service for women. Busy women need services that they cannot obtain and the field will accommodate more workers than those who have already taken advantage of the opportunity.

Miss Wallace brought out with a great deal of force the need for women to apply more originality to the development of their business positions in life. They are too prone to follow the track that has already been laid down. They are too afraid to branch out in any new direction, taking certain chances, with the possibility of proving that they are right, and of increasing their value because they have discovered something new.

The woman over 40 who is now entering business for the first time in her life is a big problem to the employment managers and agencies. In most cases she is doing this because of actual necessity rather than from any desire to become a working factor in life. Sometimes her income, plentiful before the war, has diminished. Sometimes she had just enough to scratch along on before living became so much more expensive. Sometimes the war has taken from her her sole means of support. In most instances these women have no training along any practical and accepted business lines, and because of their total lack of experience they do not realise their shortcoming. They say, "Well, I could be any sort of an executive. I have managed the Red Cross branch in our church." Little do they realise that in order to be an executive in business they must know something about that business.

When the women in this class are prepared to start in at a beginner's wage and when they prepare in themselves an open-minded point of view, they can be placed sometimes in social work where there are real opportunities for advancement. However, there is often a long trail of education to be accomplished before they can even conceive the situation before them, and there are so few places where they can acquire the education without actual hard knocks.

The stenography and filing courses are really for the younger girls who can be trained to fall in line with the business qualifications of a modern office. An older woman brings with her too much of a preconceived standard, and she is rarely successful if she approaches business in this manner.

The National Association of Business and Professional Women is planning a convention to be held in St. Louis next July. There they will take up the question of employment as related to women in every line of work, and it is their plan to include in their future work all over the country educational and research work in this direction.

Striking Show Window At Star Garage

Ingenious arrangement of colored lights and effective placing of shrubbery and greenery has transformed the main window at the Star Garage into an admirable show place to effectively display the sweeping lines of the big light blue Chandler now in window. The window is one of the features of the renovated show rooms at the garage. Trees, shrubbery, growing flowers and a small fountain make the effect attractive by day while the lighting arrangements cast a blueish green light on the car and garden scene and make the effect by night a striking one. The scene is done by Japanese gardeners of the International Recreation Club and is a triumph of color harmony and arrangement.

The Star Garage showrooms have been arranged by the new management to effectively display cars for prospective purchasers. The walls are white while the woodwork is stained oak. New Chandlers, Hupmobiles and Premiers are on display in the South room in the rear while the East window is given over to the display of sundries, parts, accessories and tires. The main show window, which has been styled "The Motorist's Dream," is at the West.

Except in the mainshow window, the indirect lighting system is used allowing a soft white light to be reflected against the ceiling and white walls.

SILK SHIPMENTS

The Messageries Maritimes announces that the following list of silk was shipped to the undermentioned ports per s.s. Nora on Wednesday, July 16:

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Avignon	20 bales	.....
St. Chamond	104 bales	.....
Milan	76 bales	.....
Marseilles	638 bales	115 bales
Lyons	3,164 bales	553 bales
Total	4023 bales	668 bales

	Waste Silk
Marseilles	472 bales

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How Tsar Tried To Betray Allies

Hungarian Paper Prints Supposed Account Of Russian Court's Effort To Make Separate Peace

Much has been said about the plans of a separate peace which Tsar Nicholas, under the influence of his Prussianised court, intended to conclude with the Central Powers, with a view to saving his throne and dynasty from collapse. The Pester Lloyd, a prominent German newspaper published at Budapest, the Hungarian capital, not long ago published an article purporting to contain authentic particulars of these separate peace offers. The article, reprinted in London, says:

"On October 16, 1916, the Russian Court informed Vienna and Berlin through a neutral channel that as Russia's efforts already had exceeded her obligations she would henceforth reserve complete freedom of action to herself. The implication was that peace could be concluded at once. Everything depended on Germany's willingness to give way on the question of Constantinople.

"If Germany were ready to make concessions, Russia would demand nothing from Austria-Hungary and would restore all the occupied territories. Germany was either to leave Turkey to her fate, or at the very least oblige her to internationalise the narrow waters round Constantinople by means of a coastal strip on either side, five kilometers deep, administered by a sovereign international commission, in which all seafaring states were to be represented.

"Stamboul was to remain under the immediate sovereignty o' the Sultan and under the administration of the Porte Armenia was to be an autonomous buffer-state under international protection, with an Amenian (Nubar Pasha, for example), at its head, and with a defensive gendarmerie, for which Russia would provide the necessary instructors.

"As for Poland, Russia had no objection to an autonomous state headed by a Pole and under the protection of the three empires. Moreover, the Tsar was prepared to restore complete independence to Finland, and to reduce the connection between Russia and Finland to the original status of a merely personal union. In Asiatic Turkey, Russia would leave Germany a free hand south of the line Eelkos (on the Bosporus) Bolin-Sivas-Bajagid.

"These proposals were submitted to the Ballplatz, to the High Command of the Imperial and Royal Armies, to the German Foreign Office at Berlin, to General Headquarters of the German Army and to the King of Bulgaria. King Ferdinand agreed to them, the High Command of the Imperial and Royal Armies gave them serious consideration, but German General Headquarters rejected them unconditionally.

"On January 27, 1917, the Russian court again made overtures through the same neutral channel.

"These new overtures were communicated to the Central Powers on February 11, 1917. The result was the same as in the preceding October. Bulgaria was agreeable, Vienna and Budapest were not disinclined, nor did Berlin refuse a hearing—only German General Headquarters definitely rejected the offer.

"The Tsar and his colleagues feared that the revolution was at hand, and they realised that peace alone could save them. On March 6, 1917, they made an appeal through the same neutral channel. They pointed out how intense the general desire for peace had become and, above all, how unsafe things were for crowned heads both in Russia and, elsewhere—"the position of the dynasties is nowhere pleasant and comfortable at the present day.' They implored the Central Powers to listen to reason. They were even willing to extend their October peace program in several respects. Moreover—and here it is necessary to give the actual words of the Russian appeal, as quoted in the Pester Lloyd—

"'The Russian Court believes itself justified in being able to give the assurance that when once Russia has entered upon peace negotiations Italy would soon follow suit and would also open negotiations.

"'The new proposals would be: Restoration of the territorial status quo ante between Italy and Austria. The Italian populations to receive the privileges Austria intended to confer on them before Italy entered the war. The definite and unconditional surrender of the Libyan colonies to Italy. Italy to dispose of the Blight of Valona and the outlaying island of Sasseno without any restriction. The restoration (wiederherstellung) of Montenegro as well as of Servia within the frontiers that existed before the Balkan War, and both countries to be united with the former Sanjak and the Scutari district so as to form an undivided Kingdom under the dynasty of the Petrovics.

"'The Suez Canal, with a strip of land three kilometers east and west, as well as the strait between Ægea and Pontus, to be internationalised and placed under the administration of a sovereign international commission. . . . The Dodecanese to go to Greece, with the exception of seven of the smaller islands, of which the Great Powers of Europe as well as Turkey should take over one each as a control station for the correct execution of the united international regime.

"'Furthermore, Russia would be prepared to recognise the complete independence of Poland on condition that all Polish districts in Germany and Austria are included, so that no new danger to Europe may arise through the unavoidable insurgence of a Polish irredenta.'

"This appeal and the accompanying proposals were also communicated to Vienna, Buda, Berlin and Spa. King Ferdinand intervened personally in order to induce the Kaiser and the Emperor Charles to give a favorable reply. But the German High Command remained obdurate, maintaining that the interests of the Central Powers would be better served by a revolution, which would place Russia at their mercy.

"Hardly had a week passed when the Russian revolution broke out, and on the 15th of March the Tsar was compelled to abdicate.

"Nevertheless, a last despairing attempt was made by several members of the Russian imperial family, again through the same neutral channel. They expressed the conviction that if the Central Powers were willing peace could be concluded and the revolution crushed. 'We will not assume that sovereigns, however hostile they may be toward each other for the time being, are prepared to let a red chaos arise in Russia, the consequences of which would in all probability recoil upon themselves.' But even this offer was rejected."

German U-Boat Commander Prisoner In Tower Of London

Captain Kieseritzky.

"The Mystery Prisoner," Kapitan-Lieutenant Kieswe ter, former commander of a German U-boat, photographed in the yard of the Tower of London, where he is awaiting trial. He is charged with the ruthless sinking of hospital ships. On his exercise walks in the yards of the Tower the captain is always closely guarded.

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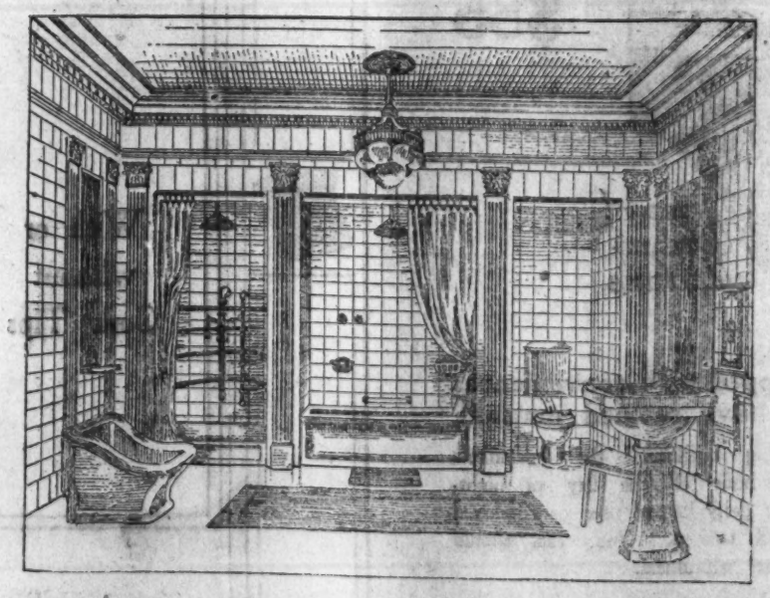

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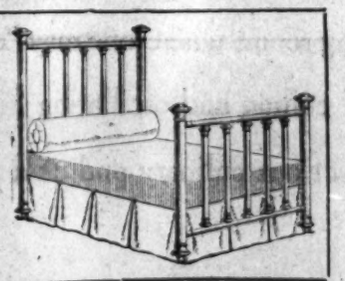

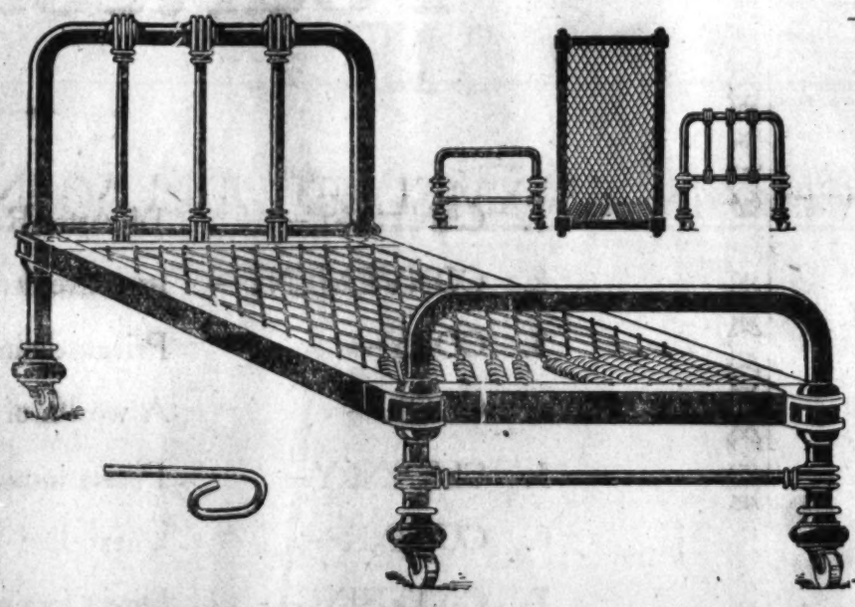

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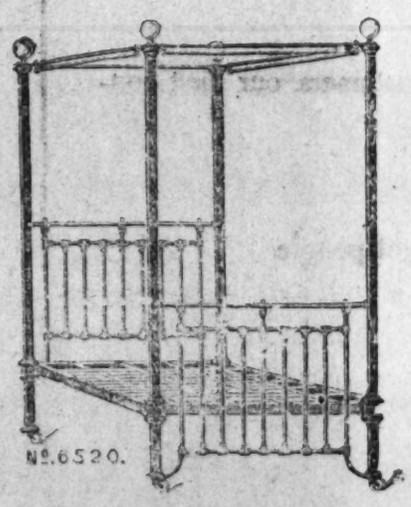

All Brass Bedstead

5 ft. by 6 ft. 6 ins.

Usual Price $175.00

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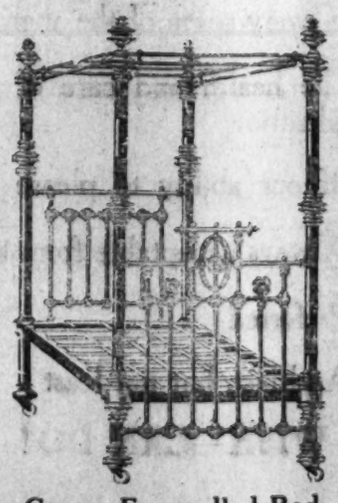

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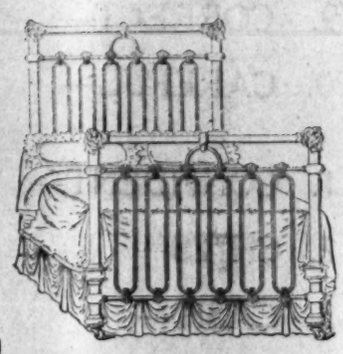

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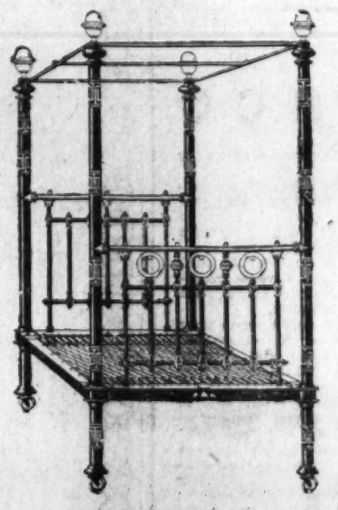

Black Enamel Bed

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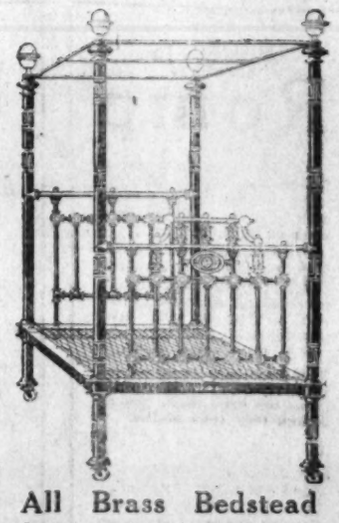

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What The Army Did To Them

The Present State Of Young Men In America Is Discussed With Mixed Emotions By Some Of Their Women Folk

(*New York Times*)

THEY were talking about the boys who are coming back out of the army. What was said in the first instance was apt to take the form of a sweeping generalisation. When the generalisation was challenged, particulars were confidently produced. Most of the talkers were women, and as each of the women had a son, a husband, or a brother in or just out of uniform, the step to the particular was naturally never very long. It seemed, in fact, that a very sweeping generalisation often sprang full-armed from one particular—or two. For that reason what was said must be taken as evidence only as far as it is concrete.

The woman who had lived in New York for the best part of twenty years started it by saying that while the men who came back—or came over to tell us about it—in the earlier part of the war had upon them the marks of a great and transfiguring experience, it seemed to her that the men who were coming home now had been too often merely coarsened and vulgarised.

The glow of victory was there, but not the chastened spirit which war with victory a long way off had seemed to give those others.

Promptly another woman (with a brother in the A. E. F.) took up that challenge. She got down to cases at once. Her brother had not come back vulgarised. On the contrary, he seemed to have got a lot of things cleared up in his young mind. To be sure, he hadn't ever gone in for any rarefied form of idealism, but he had been a very decent chap. He was just as decent as ever after doing his share of the fighting. She added valiantly that among all the young men who had got back from France she hadn't met a single one that had been vulgarised.

Naturally that sweeping generalisation was challenged in turn. A woman from a far Southern city spoke up. A good many nice boys from her own town had gone away to France, she said. And they had come back not nearly as nice as when they went. They were, in fact, spoiled to a quite provoking degree. How serious the damage was she couldn't say, but you missed something—and whatever it was it made you sorry not to see it.

After that a tone of acrimony frequently invaded the discussion. The original troublemaker, the well-acclimated New York woman, called her first witness—a youth well born and bred, and one whose home-made manners, she said, had been a model of what such manners should be. She had met him again after he came back from overseas, and he had said things to her that she had never in her life before had said to her in polite society. Army life had done that to him, she insisted with some vehemence. And it wasn't only those that had gone overseas and picked up things from the French. Among the men who had stayed home in uniform a similar backsliding was evident. The restraints of the American home had been taken from around all of them. And they had lost, or anyway dimmed, precisely those qualities which American mothers had always been most jealous of in their boys and their men folk generally.

There was a man in the company. He interposed at this point. He said he knew the polite young man who had offended. Though he was still a boy in years, he had spent a year in France, much of the time as commanding officer of a company of infantry—250 mountaineers, most of them much older than himself. A well-mannered schoolboy's conventional attitude toward things and people could not possibly survive such an experience.

"You fancied you were still talking to the schoolboy who went away," the man said, "and the schoolboy, too suddenly grown up for his taste and judgment to keep step, very likely talked to you as an equal—that is, more or less as if you'd been simply another schoolboy. Speaking so, he might easily seem both coarse and vulgar. That wouldn't mean at all necessarily that war had vulgarised the youth. It would only mean that war had not had time in the forging process of making a man overnight to polish him nicely."

"Exactly what I said," the woman retorted tartly. "It rubbed off what polish he had and left him a little ruffian. It's no use. No man-made argument can remove the fact that this boy, to whom his mother had taught the manners of a gentleman, was able after a few months of military associations to say to a lady what he said to me."

The man let it go at that, but another good woman in the group suggested that maybe the poor young man had been drinking. It seemed to her, anyway, that there was a lot of drinking among the boys just out of the army. Of course, they had had to do without it while they were in—except the ones in Europe—but that was no reason for behaving as they were doing now. They seemed to forget themselves as boys didn't use to do—at least not in company.

The man tried again. Of course, he said, there had been a lot of drinking among young men before the war. Prohibition by constitutional amendment was an impressive tribute to the public's realisation of the extent of the evil. And perhaps the nearness of prohibition had its effect in a certain added recklessness or abandon in the way young men took their drinks just now. It was now or never.

Maybe so, some of the women admitted. There might lie a responsibility at least contributory. But the more earnest souls among them had evidently made up their minds to regard a proneness to public alcoholism as a direct result of army life and to put it down definitely as evidence of the general vulgarising tendency of going soldiering.

"Why you, yourself," said a quiet little person suddenly bursting into vivacity and turning sharply on the devil's advocate—the one man present who had dared to put in his oar—"why you, yourself, told me how tough Jack Smith looked when you met him on the street just after he got back with the Rainbows. And Jack always had such beautiful manners, and you know Jack's mother is just the loveliest woman."

"I only said Jack looked tough," the man urged. "A certain roughening of the exterior at least was inevitable in the case of a pampered youth who had served eighteen months and more as a private soldier in an active fighting unit. Jack was a doughboy, you know."

The perfectly ready answer was that Jack was back in city clothes, had his bath handy and had no business looking tough. If he'd still had his uniform on there might have been some excuse. But he didn't.

In fact, Jack outside of his mother's drawing room and among his boon companions had always been hardy, to say the least of it. The truth may be set down here, even though for obvious reasons the man did not thrust it into that conversation.

What emerged from the talk of which these samples have been reported was that at least half the women present were aware—or thought they were aware—of the lowering of the quality of young American manhood—or perhaps of a dulling of its fineness—growing out of military service, whether at home or abroad. If this was the price paid for becoming heroes—and none of the women failed in proper pride that way, none was a pacifist, none was tainted with any sort of pro-Germanism, all had their own man or men in the service and were glad of it—if this was the price their country and their womenfolk had paid for seeing a patriotic duty bravely done—then it was a heavy price to pay. It was not the less a heavy price because no woman would for the world have had the men do otherwise. What these instinctive champions of American homebred behavior evidently felt was that the men who went out to do their country's share of the world's dirty job of giving the Hun his lesson had risked in the hurly-burly of war not merely their lives and limbs, but something besides.

One incorrigible idealist in the group went so far as to say that she thought the men who had lost their lives had really lost less than the others who had come back safe. That was an extreme view, and very likely the incorrigible idealist didn't mean to be taken quite literally. But her words give a vivid idea of the value all these women attached to this something—in their minds a something peculiarly American—which had suffered incidental damage in the course of making the world safe for democracy.

They were women of various ages and occupations and widely different dispositions and experiences. They came from different parts of the country. Usually they had behind them a childhood and girlhood in some small town. In other words, they were as nearly as possible representative women of the older American stock. One of them, who said very little, had been a canteen worker with the army in France. In spite of the fact that she had shared to a certain extent the experience of the men themselves, it was clear that the instincts of her upbringing had persisted. And she confessed to feeling with the others that something had been lost or damaged.

Whether the something is a real thing or a cherished figment of a provincial imagination is a question which might be argued. It was evident, for instance, that the one man who joined in the conversation did not have at all the same feeling about the returned soldiers. He said afterward that what impressed him about the men of the A. E. F. was a certain simplicity. They came back, he found, with an extraordinary and surprising trick of saying right out exactly what they thought.

The disposition to say the expected or proper thing, which is so marked a characteristic of people in general, was conspicuously lacking in their case. Perhaps, he said, that characteristic was confused in some minds with good manners and good morals and American traditions. And perhaps the extent of the vulgarisation of the American young man as a result of the war was, to say the least, exaggerated.

Besides, the man went on, it had got to be remembered that the boy these women had in mind was the sort of boy that had enjoyed somewhat special home advantages. When that boy came back his company manners were apt to be a little mussed up. There were other boys—and men—whose earlier advantages had been less. Some of these at least had had their manner enormously improved by the army. When a lady with a fixed notion before the war about company behavior in her mind met either one of the types now she might be shocked at first. But it was rather significant after all that if you hadn't known the specimens beforehand you wouldn't always be able to tell which had and which had not enjoyed the early advantages.

An army was that way—our army had been particularly that way. There had been a leveling. But the leveling was up as well as down.

If that wasn't much of a comfort to fastidious mamma who got her boy back with his polish somewhat marred, its tendency was on the whole reassuring. So the man thought, anyway.

The women's feeling about it, translated into too sweeping generalisations though it be, remains, and it is very intense in a good many of them.

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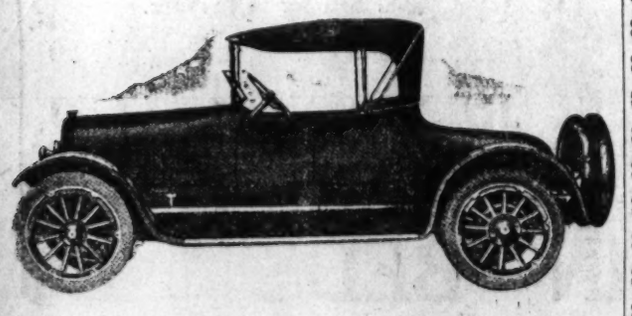

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Proceeds Go To
New American School
AND
Siberian Funds of
British Women's Work Assn.

Tickets At Race Course

DOUBLEHEADER THIS AFTERNOON

15th U. S. INFANTRY vs. U. S. NAVY
SHANGHAI vs. 4th PHILIPPINE INFANTRY

First Game at 3 o'clock

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THE CHINA PRESS

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MARRIAGE

PAGE-HAGON: On July 19th, 1919, at Holy Trinity, Shanghai, by The Very Rev. Dean Walker, assisted by The Rev. C. J. F. Symons, M.A., Edney Page of Shanghai to Mrs. A. F. Hagon of Tientsin. 24556

Today's Church Services

Holy Trinity Cathedral.—Fifth Sunday after Trinity. 8 a.m., Holy Communion. 9:30 a.m., Children's Mattins. 10:30 a.m., Sung Eucharist. 6 p.m., Evening and sermon. Preacher: Rt. Rev. W. W. Cassels, Bishop in West China. Five minutes before the hour of every service worshippers may sit in any unoccupied seat.

St. Andrew's Church.—Broadway. 10:30 a.m., Mattins, sermon and the unveiling of the J. N. Hayward Memorial Tablet. Preacher—the Port Chaplain.

Union Church.—Sunday July 20, 11 a.m. Preacher, Rev. C. E. Darwent, M.A.; Subject, "Neither Jew nor Greek; Chant, 41; Anthem, "Crossing the bar" (Parry); Hymns, 673, 396, 236. 6 p.m. Preacher, Rev. C. E. Darwent, M.A.; Subject "The Thorn and the Fir Tree"; Chant 68; Hymns 71, 231, 203, 692.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). On Sunday next the services in the above will be conducted as follows: Morning 11 a.m. by Rev. J. L. Campbell, D.D. of Vancouver, and formerly of New York and Boston, his subject being, "Fellowship with God." Evening 6 p.m. by Rev. J. L. Campbell, D.D. Subject: "Can the old Book be trusted?"

Christian Science Society of Shanghai. Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Life." Sunday School 10 a.m. Wednesday Service 6 p.m., Reading Room open daily except Sunday 10:30 to 12:30 at No 21 Nanking Road.

St. Joseph's Church.—Sunday, July 20.—Masses at 7, 8:30, 10 a.m. At 6 p.m. Benediction of the Blessed Sacrament. Masses on week-days at 7, 8 A.m.

The World's Food Budgets

(*New York Times*)

The crop report just published makes it sure that in the ordinary course of events, barring unforeseen and improbable agricultural disaster, the world's bread budget will balance, but only with the aid of the United States. If our crop had been merely an ordinary crop, permitting Canada and ourselves together to export about 300,000,000 bushels as in the last year before the war, hundreds of millions would have hungered, and millions would have starved. But we shall be able alone this year to export about double what Canada and ourselves exported together in 1913. If there were no other source of supply, and if we felt the same call to stint ourselves as we did during the war for mingled reasons of prudence and benevolence, we could supply alone the 700,000,000 bushels of wheat which Mr. Hoover says is necessary to balance the world's bread budget.

But not even our billion and a quarter bushels of wheat allow the world any surplus. After the immediate need is met there remains the necessity of building up reserves to make the world comfortable against the threat of famine. In peace the world had come to forget what a hand-to-mouth existence it led, and how dependent it was upon uninterrupted communications. Deposits in the crop savings banks of the world must be liberal for a year or two. Famine is defeated this year as by a miracle, but the escape has been so narrow that those charged with the world's commissary service are left with ragged nerves.

That is how so serene a man as Mr. Hoover comes to use such a phrase as "economic delirium tremens" to describe the unprecedented combination of food and finance deficits throughout the world. The money budgets of all nations are as unbalanced as the bread budgets, and to work out of their embarrassment both are dependent upon assistance of ourselves, the richest nation in the world and also the one with the biggest deficit in what would be our national budget if we had one. We are acting as if it were a matter of no consequence that we do not know how many billions it will be necessary to borrow to carry us through the next year, for which tax capacity is inadequate. Our temper is so light-hearted that all competent financial authority warns us against speculative excesses based in large part upon the world's need for our surpluses of gold and goods. The creation of scores of billions of the highest credit known to finance—national debts—has put the world into such a liquid condition that the possibility of money scarcity is almost beyond imagination. In all countries strong boxes are full of securities upon which credit by the banks cannot be denied, and everybody feels competent to buy more liberally than when "money," meaning deposits or credit, is less accessible.

This most obvious feature of the present financial situation reminds us that it is as much our duty to make the world pay for its food as to supply it. Nor will the world be unwilling, until its hunger grows less. We have financed world war, and now we must finance world hunger. In both cases it was almost as necessary for our own welfare as for the good of the world. Those clamoring for a premature reduction of our food prices hardly think the matter through. If we could not export our surplus foods, including others to a total rivaling wheat, there would be a collapse of farm values such as customarily precedes a crisis. The guarantee of wheat has swollen all agricultural land value and loans to figures which must decline with food prices. The food "boom" is in such contrast with the depression in the liquidated security markets—"war brides" excepted—that a new average between them is due in a few crop years.

That is hardly a matter for present consideration. This side of it lies the marketing of the present crop, and beyond that, the feeding of the world's factories with raw materials after the stomachs of the "hands" have been filled. These are the topics before the conference called by the Food Administration, now sitting. It is not hidden from them that foreign tax money is subsidising the unemployed by millions, and that it is not good charity to feed those not working for their living. Like our own, foreign banks are bursting with the profits of a prosperity which must change its form with peace. Now is the time for us to sow the seeds of industrial profit. Sound banking demands that there should be as much courage in financing foreign commerce as in checking domestic speculation. It is better to keep the funds out of security values than to produce a situation calling for a speculative collapse as the only route to industrial expansion. It is time for us to reduce our credits to foreign governments and to enlarge them to private borrowers abroad.

Victors To Get Old Treasures

Paris.—In many ways the most interesting and certainly the most picturesque clauses in the peace treaties with Austria and Germany deal with reparation for acts of theft and dynastic peculation committed not only during the war but also in the specious days of the Hapsburg dominion in Europe.

The Central Empires will be called upon to restore all sorts of objects ranging from skulls to vestments which are either of artistic, historic or religious value, that were taken in some period of the world's history from the countries that are now victorious. The British, Belgian, French and Italian Governments have claims of this nature upon the enemy.

Some of the claims made evoke a picture of the wonderful pageant of Hapsburg rule from the Low Countries to the Italian plain. Italy is claiming on behalf of Tuscany crown jewels and medals forming part of the Medici heirlooms and other precious objects, which, although domonial property, were removed to Vienna during the eighteenth century.

They also ask for the return of furniture and silver plate belonging to the Medici house and of the instruments of astronomy and physics belonging to the Academy of Cimento, removed by the House of Lorraine and sent as a present to cousins of the imperial house at Vienna.

Modena requires the return of the Virgin by Corregio, which was removed in 1859 by Archduke Francis V., as well as manuscripts and bronzes from the Modena Library removed at the same time, including a Biblia Vulgata, Brevarium Romanum and Officium Beatae Virginis. Also required is the restoration of a number of other objects which were claimed by the Duke of Modena in 1868 and 1872. These include two pictures by Salvator Rosa.

Claims by Palermo are advanced upon objects made in the twelfth and thirteenth centuries by Arab workmen at Palermo working for Norman kings. These objects were carried away to Vienna and used at the coronations of Emperors. These are by far the most important artistic treasures the return of which is claimed. The objects in question are the vestments of the Hohenstauffen Conrad and Frederick II.

There are other vestments, most of which were made on the order of Conrad at the end of the twelfth century for use in the coronation ceremony. Work of this nature was the special province of Arab embroiderers, who were by far superior to European craftsmen.—*New York Sun.*

The New Status Of Labor

By Alvin Johnsen
(*In New Republic*)

EVERYBODY, nowadays, is a friend of labor. And a just reward includes wages sufficient for a decent family maintenance. It includes a maximum of care to prevent accidents, the most efficient precautions against industrial disease, relief from excessive hours and overstrain. So far we are all agreed, at least in theory. But labor is demanding more, and with that demand universal agreement vanishes. The President, voicing the claims of labor which have become most articulate in England but which are everywhere felt, declares that "we can not go any further in our present direction; we have already gone too far;" that we must find a new road leading "not merely to accommodation but also to a genuine co-operation and partnership based upon a real community of interest and participation in control." Do you agree? If you do you will find yourself rather lonely in circles where the captains of industry and their financial and legal partners dare to express their whole mind. Give labor a share in the management of industry? Why that is Socialism, or worse, Bolshevism. The President, so you hear it violently asserted, has exchanged the genuine, traditional brand of American democracy for this new foreign brand which is producing disorder everywhere in Europe.

Democracy is democracy; when you try to nationalise it you abate its virtues, just as you abate the virtues of Christianity when you make it a national cult. American democracy is a stage in the evolution toward real democracy. Nobody would maintain that it does not fall short of the ideal in important particulars. It falls short in its institutional system, but where it most falls short is in the assumptions and preconceptions with which the average intelligent American approaches the problem of labor.

One of these assumptions, perhaps the most fundamental and the most pernicious, is that labor is a status out of which men "rise" to higher things. "We have no classes in America. The humblest workman, if he is industrious and thrifty, may rise to the dizziest height of wealth and power." "Humblest," did you say? Charlie Schwab was an object of humility when he drove a milk wagon or fed a furnace in the steel works. Now he is an object to be revered. He is the same Charlie Schwab, however, except that he has exchanged the vigor of youth for the solidity of mature years. The accretion of esteem is not in the man but in the circumstances.

Just so in the feudal time it was possible for so humble a person as a merchant or a "usurer"—now known as a banker—to succor a great lord in his need and win enoblement. It was possible for a despised scribe—now a lawyer—to rescue a king from his entanglements and win a seat among the mighty. One could "rise" out of trade, banking, the law, medicine, the Church. If one lacked the abilities appropriate to the aristocratic rank, or if opportunity failed to appear, one lived painfully and died miserably in his humble calling.

It was the achievement of the revolutions of the seventeenth and eighteenth centuries that the character of humility was lifted off the middle class businesses and professions. After 1688 in England, after 1793 in France, it ceased to be necessary for a lawyer or a merchant to "rise" out of the status in which he had achieved competence. There were certain vestigial aristocratic privileges denied them, but they had quite prestige enough to make life full and satisfying. After two centuries of middle class emancipation few members of the class ever entertain the thought of the earlier status of their class. Mr. James M. Beck never thinks of it, but the fact is that three hundred years ago the men who really counted would have felt for him the same kind of contempt that he now feels for a competent footman. No doubt the more humane among them would have speculated patronisingly on the question whether he could not be helped to rise out of the mean status of scribe.

Democracy means essential equality of men, but there can be no equality of men execept on the basis of equal dignity of function. Prate of equality as much as you must; you never do consider those your equals who must "rise" out of their status to yours. That every intelligent workingman knows. You say, "I was once a workingman myself; I feel myself one with the working class." Nobody takes your statement at its face value. Everybody knows that behind your words there lurks a smug complacency. "Even though I was born into the working class, see what I have become!" More than that: there is a hidden assumption that you never really belonged among the "lowly:" that you had characteristics that distinguished you from the cradle for a higher place. That is just the sort of thing every self-respecting worker means to rid the world of. He means to reshape the conditions of life and industry so that nobody not a fool will ever talk about "rising" from the carpenter's bench to the constructor's roll-top desk, from the farm to the bank or the bar or the pulpit. He means to emancipate his job and make a respected career of it, just as the merchants and lawyers of two centuries ago emancipated their jobs.

The middle class won emancipation by forcing a society that lived by their services to give them a voice in the conduct of public affairs. As soon as the merchant and the lawyer got their hands on the budget, the aristocrats and generals found their privileges clipped. The working class will win emancipation by forcing society to give them a voice in the public affairs that now count most, industrial affairs. When conditions become such that we shall consult the United Building Trades rather than the associations of builders and contractors on the question of the shortage of houses, when we shall consult the Amalgamated Association of Iron and Steel Workers about the shortage of steel, rather than Mr. Gary and Mr. Schwab, the manual trades will become careers out of which men do not need to "rise."

But this, you object, is to fly in the face of nature. The lawyer's trade, you argue, is inherently superior to the bricklayer's. Just so the early modern military officer would have argued the impossibility of equalising the lawyer's status with that of the soldier. Was not the most incompetent, drunken general infinitely superior to even the shrewdest man of the law? Lawyers as a class, you urge, have a higher average of intellectual ability. Perhaps; we shall have more light on this point when we lay out as much effort on the general education of bricklayers as on that of lawyers. The lawyer's work sharpens the wits; the bricklayer's work is deadening. That may be true or it may not; anyway what most interests society is the mental energy a man has over for disinterested uses after the earning of his living, and the bricklayer may have as much surplus mental energy as the lawyer when we end the working day short of the point of stupefying fatigue.

It is not proposed to reduce all economic conditions to a dead level; it is not proposed to remove the natural incentives that draw men out of one career and into another. All that democracy requires is that the manual trades shall be vested with industrial responsibility and freed from the servile incidents of excessive fatigue and sweated wages, so that the young men of ability and pride and ambition who have a personal preference for them may elect them without feeling that they are committing themselves to a role of inferiority. That is essential to democracy. It is also essential to economic progress.

When business became a career that a man of ambition could espouse, it underwent an enormous expension. The talents that had been wasted in an excessive competition for place in the narrow range of honorific occupations, such as the army and government service, were put to creative use. The British took the lead in establishing the business of the world on an efficient basis largely because the British were the first northern nation to make a self-respecting career out of business. What limits economic development today is not an undersupply of business efficiency so much as the unresponsiveness if not the positive discontent of labor. And it is vain to expect labor to respond to the requirements of an intensified production so long as industry is organised on a basis of master and man, with the master class draining away those elements in the working population who are most needed to leaven the mass, to endow it with a spirit of self-conscious creativeness.

We are wasting immensely valuable resources because our system does not enlist the full co-operation of the worker. The difference in efficiency between the man who is doing his best and the man who is doing well enough to hold his job is a measure of our immediate loss. But there is an ultimate loss that is far greater. That is the loss in inventiveness that results when men give their bodies to their work but not their whole minds. The industrial process is susceptible of infinite improvements in detail and the workers, if alert and intent upon the problem of industry, know just where these improvements are needed. They know collectively more about this than any manager, however well equipped for efficiency engineering. Most of them lack the ability to devise improvements although they may be conscious of the need. Practical inventive ability is rare. But nobody can question that there is potentially a vastly greater volume of inventive ability in the whole working class than in the small group of inventors, selected for training by extremely haphazard methods, who are almost the exclusive carriers of industrial progress today. What is requisite to the development of this incalculably valuable resource is the active interest of the workers and a pride of workmanship that will not only direct their own thinking toward the problems of production but will enlist their support for public technical education. These can be had only on one condition, the thoroughgoing revision of the relations between employer and employee. The employee must be given a share in the responsibility for production if he is to give in return a freeman's initiative.

But what of the interest of capital, when the demands of labor have been satisfied? It is a noteworthy fact that throughout the course of recent economic history what appeared at first to be a working class demand proved in the end to be a democratic demand whose satisfaction advanced the interest of all society. When labor demanded higher wages the employers cried out that their profits were being sacrificed. It was a mistake. There have been exceptional instances of high profits based on starvation wages, but capital is on the whole most productive where wages are highest. Compare the present economic condition of America and Japan. Neither country suffered economically from the war; on the contrary their industries flourished under it. Both countries gained new markets but Japan more than America. Now that the peace trade of the world is about to be resumed there is no question whatever about America's competing power. There is a question about Japan's. In America all signs point to a boom. In Japan there is grave fear of depression. But of the industrial nations it is America that pays the highest wages, Japan the lowest. High wages pay. The employing class everywhere cries out when hours are reduced. But the general effect of reduction in hours has been to increase efficiency in greater ratio. Restrictions upon the exploitation of child and woman labor were undertaken in the interest of labor, but they have turned to the advantage of the whole of society. Labor has most to gain from a democratisation of industry, but there is not the least reason for believing that capital will be the loser. On the contrary; more profits will be made in America when labor has won its proper place in the management of industry.

But if that were not the case, if it were clearly demonstrable that other classes would lose not only in power but in material gain, no one who is honestly democratic in his instincts would strive to retain the status quo. Look at the matter from the point of view of the coming generation; thus you may judge impartially, since your personal interests will have been extinguished. Does it please you to contemplate a future in which one boy or girl out of ten may "rise" to a condition of independence and dignity while the other nine must remain dependent for their living upon the hiring and firing process, with no interest in the work by which they live except such as can be included in the pay envelope? Or would you rather contemplate a future in which the range of jobs that have been emancipated from the status of wage slavery is co-extensive with the field of industry? That is the issue, reduced to its essentials. There can be no doubt on which side you must eventually take your stand, if you are a democrat.

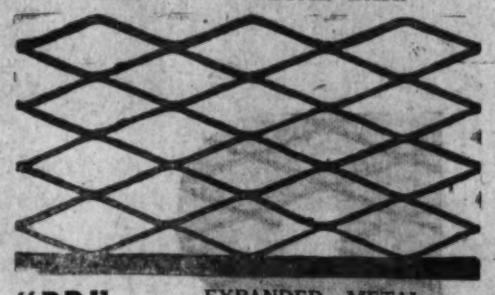
The Tube To France

Plans for a tunnel under the English Channel, discussed so frequently during the last sixty-odd years, are now on the verge of materialisation. It is announced that England and France are in perfect accord on the subject, and that war experiences have robbed its opponents of most of their contentions. From an engineering standpoint no serious difficulty is anticipated; through the impervious gray chalk underlying the channel bottom electric drills will doubtless find easy and rapid progress.

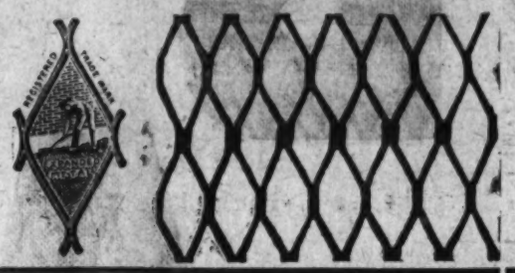
The plan calls for two 20-foot tubes, side by side, connected at short intervals by cross openings. A drainage tunnel underneath disposes of seepage water. At the center of its length the tunnel dips to its lowest grade for one mile, constituting a water lock which could be flooded from the shore in case of military necessity. The total length from near Dover to a point between Calais and Boulogne will be thirty miles, of which twenty-two will be 95 to 175 feet below sea bottom. The channel's greatest depth over the proposed course is 180 feet. Estimates allow five years for completion, at a cost of $100,000,000. Electric trains will make the passage in forty to forty-five minutes, giving England direct access by rail to all parts of Europe.—*Popular Mechanics.*

INDENTED SQUARE BAR. INDENTED ROUND BAR.

EXPANDED METAL BAR.



"BB" EXPANDED METAL DIAMOND MESH LATHING



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OVER HERE! By Callahan

POP PUTS THE KIBOSH ON LIL' WILLIE'S SIDEWALK SLIDING POND.
A-CHEW!
ASHES
GOSH! I CAN'T HAVE A BIT OF FUN.
IF YOU MAKE ANOTHER ONE OF THOSE SLIDING PONDS, I'LL TAKE THE SLIPPER TO YOU.
SOMEBODY WILL BREAK THEIR NECK ON THIS ICE. I KNOW IT.
CALAMITY JANE
BLUBBER WAS THE FIRST VICTIM- HE FELL BUT DIDN'T HURT HIMSELF. HE LANDED ON HIS HEAD. ICE AND IVORY DON'T MIX.
BROWN DERBY
"HOW" SHOULD WORRY- EVERYTIME "DEARIE" SLIPS HE HAS TO CATCH HER IN HIS ARMS. LOVE IS AN AWFUL THING.
I HOPE I DON'T FALL ON THIS HAT.
I THOUGHT THIS WAS WINTER BUT ICY (I SEE) IT'S STILL FALL.
"COMEDIAN"
THAT'S A WISE CRACK!
"LATE FALL" MODEL.
THE ONLY THING HAT-TIE "SLIPS" ON IS A NEW HAT. SHE CUTS SOME ICE IN THIS ONE.
HOW MANY FALLS IN AN ICY PAVEMENT?
DON'T USE AN ICY SIDE WALK FOR A NUT CRACKER. "WATCH YOUR STEP!"
FROM C. BELLEAU
OL' JOHN DON'T
F.13

Musical Matters

By R. B. Hurry, Mus. Bac.

Correspondents wishing to draw attention to musical matters, or to ask questions should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

The gratitude of Shanghai's musical public and congratulations are due to the Band Committee on its appointment of Mr. Paci as conductor to the Public Band.

Mr. Paci will have, it is hoped, a free hand as to the entire organisation, and although times are not the most favorable, a Winter season of good orchestral music may be confidently expected.

The formation of such an orchestra as this, which shall be convertible into a military band, presents peculiar problems that will take time to solve effectively.

The players, as I said before, have to 'double' the parts of string and wind, for use in the one case or the other; if some of the string players that have next to nothing to do in the Summer can be got to play military band instruments, a great improvement will result. The "Summer band" needs more reeds. The addition of saxophones would greatly add to its variety and tone. Pianists and viqlinists who joined the army as bandsmen in England found themselves able to play saxophone in a very short time. Mr. Sammons, the orchestral solo trumpeter, learned to play saxophone in six weeks; whilst Mr. William Murdoch, and I believe Mr. Percy Grainger (pianists), speedily became clarinetists.

Not every first-class conductor would care to take over a position bristling with problems of this sort; but Mr. Paci is gifted with energy to tackle them and to produce a fine orchestra into the bargain. With such prospects it is not likely that the public will grudge the necessary expenditure.

Those that appreciate the Band most are, I believe, those who have taken the trouble to get to know something of the peculiar obstacles, and to inform themselves as to the constitution of the Band.

* * *

In answer to a correspondent it should be said that the purpose of this column is to give articles on music generally, not merely locally. At times there is matter for comment on Shanghai's public musical institutions, but the main object is rather to relate ourselves in things musical to what is going on in other parts of the world, as generally as the writer's opportunities permit, and his limitations allow.

To treat music here as detached from the various trends of musical thought of the time does lend itself to nourish a parochial spirit, and a narrow outlook.

What is new to Shanghai is often a well-defined line of thought and endeavor elsewhere, in Europe and America.

We are not likely to grow too "highbrow" in our attitude towards music in Shanghai. Still less is it likely that the majority of music lovers will lack means of giving publicity to its views, as it gets nearly everything its own way by sheer force of numbers, here as elsewhere.

If the writer can occasionally succeed in hitting the mean between the demand for popular music on the one hand and the views of extreme classicism on the other, he will be meeting the need of the reader for whom the articles are intended.

The advocates of "high-class music" are too often those who made up their minds about everything musical twenty years ago or more, and who display these artistic furnishings with all the complacence of a bride wearing her grandmother's lace. Artistic convictions as ancient as this are not convictions at all but only persistent recurrences of a fixed idea.

If the writer has an axe to grind it is only that music should be thought of in some of its more serious aspects and not only as an entertainment. And in whatever view, people must make up their own minds and be in a position to think of music as related to life itself; that principles are more to the purpose than the most forcible arguments based on preconceived matters of taste and opinion. Music abounds in traps and pit-falls; —"Art-for-art's-sake" doctines, heresies, jealousies and aversions.

Your classically minded purist today is (unless his mind is atrophied) the convert to modern impressionism five years hence, twenty-five years after the rest of us have ceased to care one way or the other. The apostle of contemporary music knows just as much about the classics, but he cannot help knowing that the world and life are marching on. Of course he tries to make converts and is bitterly disappointed to think that most conversions are only deathbed repentances.

I read the other day that a big proprietor of newspapers expressed surprise to the editor of one of his journals that space was still being given up to music in the third year of the war. "Well, I suppose there must be something in it after all."

* * *

It was not a case of the writer grinding his private axe when I pointed out the unsuitability of the present Town Hall as the place to erect a large organ. A paper that makes a statement like this should be sure of its facts: "The one place where it" (a large organ, "bigger and better than can possibly be placed in the Cathedral for lack of room") "can be properly housed, properly used, and heard on all occasions by everybody is the Town Hall."

Had the article said the Drill Hall there might have been no question as to construction, but how comes it that the writer of so unequivocal an assertion does not know that a large organ ("bigger and better, etc.") would stick about fifteen feet through the ceiling of the Town Hall? I mention this now, as before, not to oppose the erection of an organ elsewhere than in the Cathedral, but to draw attention to the fact that it is possible for an entirely practical series of suggestions for a rebuild of the Cathedral organ (a matter in which I make no pretense of disinterestedness) to be put aside as a secondary question in favor of a scheme which has not a shadow of hope (at present) of being realised. If there is to be a new Town Hall with a lofty roof the article did not say so. In that case it is likely that the Cathedral Organ Committee would not have ventured to "hope for the support of the community generally," giving as its reason that the Cathedral organ "is the only large organ in Shanghai." However, the scheme for the rebuild is going on quite well so far, and many small problems of construction that presented difficulties have been solved at least partially.

The article in question treated the report of the Cathedral Organ Committee very carefully and fairly and recommended support of the proposed rebuild, a recommendation that was, as I say, a good deal robbed of its effect by the proposal of a scheme, more attractive perhaps, but quite impracticable at present on the very score—that of space—which was made the chief argument in its favor.

It is worth while writing about these things sometimes, as a resident of Shanghai asserted that there was an organ in the Town Hall; but on being asked where it was placed he was unable to be exact.

We may conclude the discussion of the Town Hall organ by hoping it may some day be posible, with another building.

'Making An Englishman'

In his novel, "The Making of an Englishman," which has been published in this country under the title, "The Little Beloved," W. L. George, the young English novelist, has written some striking characterisations of the British. Himself born in France and educated there, he is particularly eligible to compare the two races.

"You (the British) are the dignity, the solidity of the world," he writes. "The French are its passion, you are its reason. You are the bearers of restfulness."

In this book he interestingly sets forth the creeds of the British boy and girl, in as follows:

The Public School Boy: "I believe in the gentlemen of England; I believe that I must shave every morning and every morning take a bath; and have my clothes made to order, in such wise that no man shall look at them twice. I believe in the Church, the Army, the Navy and the Law, and faithfully hold it to be my duty to maintain my caste if fate has called me to a walk in life other than these. I believe that I must have a decent club. I believe that I must not drink to excess nor be a teetotaler. I believe in my father's politics. I believe that I must not tell lies, nor cheat at cards, nor apply the letter of the law in games. I believe that I must perjure myself to save a woman's reputation, even if she has none; and respect all women except those who are not respectable, for they are outlawed. I believe that I must hold my feelings in check, feel shame when they master me, and yield to them only in secret, because I am a gentleman of England."

Continuing, he outlines feminine postulates. They are not so succinct:

"I believe I must tell the truth, obey my parents and love them. I must conform to the rules of my caste, hold such ideas as it allows iis women, and respect, in order, my father, my eldest brother, my mother and my sisters. I must be kind to my grandmother, to my other relatives, to friends and servants—that is, be kind to those whom I do not respect. I believe in the Almighty as stated in the creed I have been taught to profess. I believe that paint and false hair are sinful. I believe in courtesy and good clothes, which must be neither much ahead of nor much behind the fashion, and such as befit my age. I believe in baths and clean linen. I believe that I must like, in order, music, books and pictures, but my liking for them must not be hysterical; also I must see to it that all my reading be not light. I believe in love, and that, in the name of love, provided my conscience tells me it is holy, I may transgress certain of my rules. I believe that love must be pure and noble, steadfast and true; I believe that it comes but once in life, and that it must be sacrificed if it threatens the eventual happiness of the loved one. I believe that I must not tell the loved one that I love him, but must await his pleasure. I believe that I must wait for success, for love, for death and that I must not complain in the waiting. I believe that I must listen, not speak; obey, not command; respond, not exact. My life is not my own; I believe that my business in to find its master."

35 Years In Wilds

Probably in all the British colonial service there is no personality more interesting than that of Sir Hugh Clifford, who succeeds Sir F. Lugard as Governor of Nigeria, writes a correspondent in The Manchester Guardian. He combines a sense of humor with great independence of character, and that is perhaps the most judicious compound for the government of our more distant possessions.

A member of the ancient family of Clifford of Chudleigh, son of a very distinguished officer, who counted the Victoria Cross among his many decorations, he was naturally intended for the army, but went from one extreme to the other by preferring the Malay service.

It is thirty-five years since he took this step, and he has seen a good deal of the wilder places of the world since then, for he was what some Americans call the "big noise" in Pahang for a number of years, saw fighting from time to time, and had adventures enough to fill a Conrad novel.

Nineteen years ago he was nominated by Mr. Chamberlain Governor of North Labuan, but, not liking the methods of the Chartered Company, which was his immediate master, he resigned and went back to Pahang, whence he was transferred to the West Indies, and thence again to Ceylon, where he was Colonial Secretary for a good many years.

In 1912 he became Governor of the Gold Coast, and has disproved the sinister suggestion conveyed by the old story that a newly appointed Governor of that district when he asked what provision was made for the Governor's expenses should be come on leave was told that such a contingency had never yet arisen.

Sir Hugh is a charming author, and has written all sorts of things from romance to Malay dictionaries.

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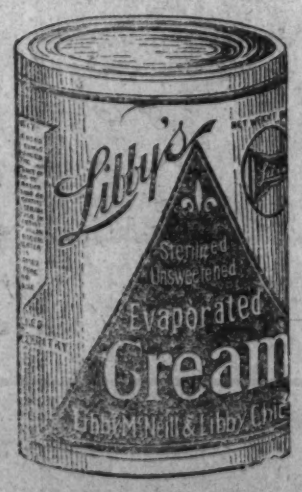

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Nature Spreads Mantle Of Green Over War's Ruins

Life Slowly Creeps Back To Villages Wrecked In Last Year Of Fighting

Paris, June 1.—Twelve months ago the forests and fields and villages that lie about the Marne, the Ourcq, the Vesle and the Aisne were being wracked by the beginning American battles. Woodlands between Chateau-Thierry and Soissons became wildernesses in a day under artillery barrages; trees struck by shells fell with splintered, broken ends across roadways. Towns that had spread peacefully in valleys during centuries of wars, when men fought at close grips with sword and bayonet, fell to ruins in an hour when big guns showered shells upon them from the hills. The roads below the battle district were crowded with homeless people.

On this Memorial Day the river valleys of that whole region and the plateaus that lie between them have turned again into that great garden that nature made them. Weeks of May sunshine, warm days and cooling nights have caused even the scarred and broken woods to put on a new green garment of Spring; long grass has sprung up mercifully over the crumbling, winding trenches, hiding the rotting burlap sandbags, shell fragments and blasted debris that have been washed into the soil by winter rains. Everywhere that nature has had a chance she has spread her curtain to soften the reminders of those bitter May and June days of 1918.

Only in the towns there still stands the nakedness of war ruins, for villages like Vaux and Belleau and Torcy cannot lose in one year their spectacle of desolation. They stand almost as they stood when the dust of bombardments hung in the clouds above them. The only difference is that today the blasted, scattered stones of houses have been gathered from the roadways and piled in rough walls along what had once been streets.

What Was Once Vaux

In Vaux there is no camouflage of green, only bare piles of stone and tottering walls with the skeletons of old roof timbers that were soaked with the seasonal rains and have bleached now to the whiteness of the stones.

Even in Chateau-Thierry there are untouched ruins of houses, and in Chateau-Thierry great shell gouges and pitted marks of rifle and machine gun bullets disfigure almost every house side and wall within range of the bridgeheads.

At Belleau Wood nature has had her hardest task. It had taken her years to make a forest among the great boulders that lie there almost edge to edge, and the shells that fell in Belleau Wood while Germans made their machine gun nests among the rocks left a ruin of lifeless trees. The dead and scarred trunks weave a jagged skyline on the crest of the northern edge of the wood, and fallen, splintered saplings lie slanting across the paths where Americans and Germans last year fought face to face. The bodies of some of those Americans still lie buried in hidden spots under projecting rock masses where the leafing shrubbery has grown thick.

Pilgrims To Belleau Wood

All day long Belleau Wood is thronged with pilgrim American soldiers, men who come in busses from Chateau-Thierry and explore on foot the fastnesses where the fighting was fiercest. They come at daybreak, and some of them linger far into the twilight, when Belleau Wood becomes a place of ghostly shadows full of noises—the call of the cuckoo and the dirge of the tree toads and mournful croaking of the frogs.

Below the northern slope of the woods is the little cemetery where several score 2nd Division men are buried. Today that cemetery is bright with flowers and American flags, while the American permissionnaires gather at the gravesides for memorial exercises.

The cemetery at Belleau Wood is one of the many that are scattered over the countryside of last year's fighting. The fields that spread without a fence away from the Paris-Reims highway by which the Germans hoped to enter Paris hold these little cemeteries, and by the roadside are single white crosses over a mound that holds an American flag. The names on the plates of the crosses tell of the sacrifice of those earliest divisions who blocked and held that road to Paris.

The Cemetery Of Monneaux

Typical of those cemeteries is the little plot under the trees on the hillside just before you enter the town of Moneaux—Monneaux in the valley scarcely a kilometer from Vaux, wrecked only in spots. The bodies of the Americans have been gathered together just outside the shell-torn walls of the century old village graveyard, and today the townspeople stop beside the yellow mounds planted with flowers and bright with flags before they pass on to labor on the seemingly endless task of restoring the wrecked tombstones within the walls of their own cemetery.

Children play on the hillside about the American graves, and one day last week a branch with full-blown apple blossoms from the orchards further on found its way to one of the mounds, whose cross was hung with a wreath with the legend, "To My Brother."

Monneaux on this Memorial Day is full with life, while back up the valley Vaux lies empty and hopeless. If you see three persons while passing through, you wonder that they are there. Perhaps you will see the old man and the old woman who sit in the evening on the doorstep of their roofless home where the Paris-Reims road stretches through the piled stones and crosses the valley road leading to Monneaux.

Life Amid The Wreckage

They do not move as you watch them—they seem helpless in thought, living alone in that landscape of wreckage. A little further on, though, on the main highway, you see a real sign of life—a cafe thrown together out of tar paper and stray boards, another old man and his wife on the threshold.

So it is in all the villages that felt the full force of last year's spring fighting. All the way from Chateau-Thierry to Soissons you see the same abandoned loneliness—in Vierzy, Ouichy-le-Chateau, in Merzy-le-Sec. And along the road that goes from Soissons to Villers-Cotterets you come along new cemeteries on the battlefields where the 1st and 2nd Divisions fought in that memorable battle of the middle of July when Americans fought side by side with the French and British in driving the wedge below Soissons that cut off the German salient that extended to Chateau-Thierry. The graves in these new cemeteries are freshly made, the crosses newly painted and scarcely touched by rain.

The work of gathering together the bodies of the Americans who fell in this region goes on up beyond Fismes and St. Thibaut, Bazoches and Vauxcere. The old men and women are now back in these towns, but dazed by their prospects for starting anew.

In Vauxcere, that town on the edge of a hill which roofed a dozen caverns where the 77th Division men were sheltered before launching themselves on their drive toward the Aisne, a cheerless old man recounted his loss of fortune that left him without roof for crops or money to get in even the scanty harvest that his shell-pitted acres might afford. An old woman told how the bodies of the Americans had been taken from the roadside graves the middle of this May after the townfolk had decorated the graves with flowers.

A Grave That Was Not Forgotten

But there was one soldier still lying in his grave there, she said, and she led the way up stone steps in the hillside to a terraced garden and pointed to a cross in the sunshine. He was an Italian soldier, she said, left there after the gray fighters of Italy had gone. But his comrades had left his name in the bottle that stood under the wooden, upright cross, and they had made another cross of hearth tiles that lay from the head of the grave to the foot. She had planted the little flowers beside the tiles and had kept the mound free from grass this spring at the same time she weeded the rows of vegetables that grew in her terraced garden.

"Some day he may go home," she said simply.

Far out from the beaten path of the tourist the old woman will keep those flowers fresh, and her Memorial Days will begin at every dawn as she passes the little garden and tenderly adjusts some straying pansy. There had been other graves, she repeats, graves of Americans who had fought to win the town back for its peasantry, but those graves have been taken away to another larger cemetery, and she has but one left for her garden.

'Explaining The Americans'

Frederic William Wile, the Anglo-American who was the Berlin correspondent of The London Daily Mail before the war, has recently written a book for the benefit of his fellow Americans—or was it for the benefit of his fellow Britishers?—called "Explaining the Britishers." Now he has reversed the process and has contributed an article to "The Landmark," "Explaining the Americans." Showing the need of the explanation Mr. Wile says:

"In August, 1917, I was a guest of the British army at a charming chateau in France, maintained for the entertainment of transatlantic joy-riders. I happened to be a member of the party that was to housewarm the establishment, which had just been opened—it was called 'the American chateau.' A delightful major of the old army was in charge as host. At dinner the first night he opened hostilities by remarking that we were really the first Americans he had ever met. The major had spent most of his life in India and, barring the members of Buffalo Bill's Wild West troupe, which once toured the land of the Rajahs, we gathered that he was not conscious of ever having seen an American. Certain he was that he had never communed socially with any of the strange tribesmen who inhabit the United States.

"We were frankly bursting with curiosity, not to say quaking with alarm, as to how we should stand the test. We felt morally sure that our host expected—

"1.—That we would eat with our knives.

"2.—That we would chew gum between courses.

"3.—That we would tuck our serviettes under our chins.

"4.—That we would talk exclusively in dollars.

"5.—That there was not an undivorced or unindicted man among us.

"6.—That our conversation would be an endless jumble of nasal 'guesses' and 'reckons.'

"7.—That our feet would be hoisted to the table with the cigars and the coffee.

"8.—That we would spend our time at the chateau running down England and boosting America.

"The major probably expected other oddities and crudities at our hands, but we were positive he counted on experiencing those which I have just enumerated.

"Why did we think so? Because here are millions of untravelled Britons who cherish lopsided notions of us and our country. I love to meet Britishers who will tell you: 'Oh, I know some awfully nice Americans,' some, mind you; not many, just some. The rest of us are not 'nice.' We are uncouth. We are money mad. We are Anglophobe. Our English is horrible. We are not a nation. We are mongrels. We have no ideals beyond skyscrapers and steel common."

Mr. Wile objects to this view. He declares Americans have ideals and urges Britishers to believe him.

"I appeal to Britishers to 'get' us properly," he says.

"When an American slaps you on the back and acts as if he was tickled to death to meet you, you can bank on it, nine times out of ten, that he is. His impulsiveness and enthusiasm are almost invariably genuine. He is a redblooded animal. He sees nothing indecorous in wearing his heart upon his sleeve. His English may not be quite as pure as Mayfair's, but neither is Manchester's, Cardiff's nor Aberdeen's. London's East End English is only a shade more refined than the kind that flourishes on the East Side of New York. Wall Street seldom overlooks a chance to make a deal.

"But I have never heard that the London city was lethargic in that respect. American women love expensive finery. Look at the balance sheets of the big luxury establishments in Bond, Dover, Regent and Oxford streets, and ponder whether British women are not keen on fine feathers, too. London is 'jazzing' its head and feet off this season. New York did it last season. That's the only difference.

"And so, if I had the space and you had the patience, I could run an endless gamut of things which would all go to prove that in the essentials of everyday existence Americans and Britishers are not so awfully different. We look at life through different colored spectacles. We each have our eccentricities. But at bedrock we turn out to be amazingly alike. The percentage of weird people among us is probably no larger than among you."

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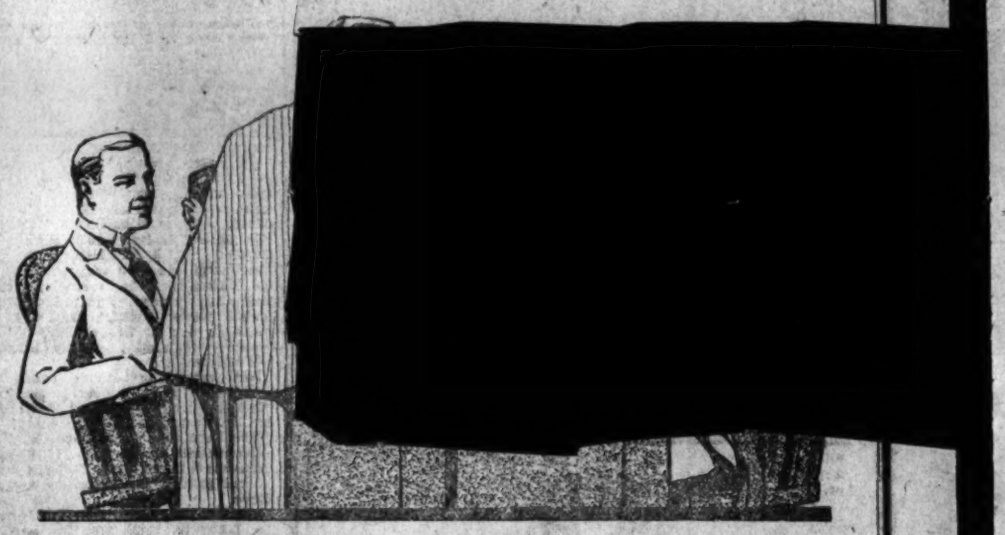

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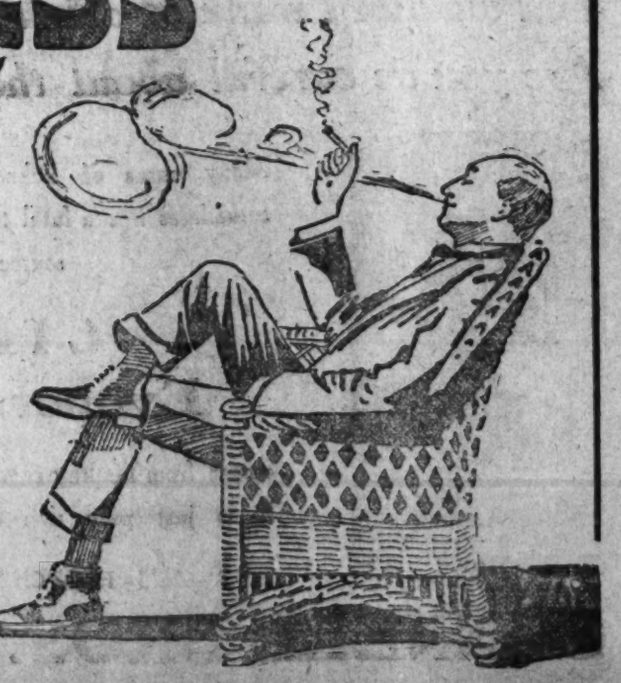

Rise And Fall Of Turkish Empire

Passing Of A State Whose Rule Has Been Expressed In Bloodshed Will Draw No Tears

(New York Tribune)
By Eugene S. Bagger

The history of European civilisation, as conceived by some by no means unimportant writers, is the history of 3,000 years of struggle between East and West, a struggle largely determined by economic factors, waged with changing fortunes and with the role of aggressor and attacked assumed alternately. With the hosts of Darius and Xerxes Asia invaded Europe; the armies of Alexander returned the visit. Pompeius and Mithradates, the later Roman emperors and the Parthi, Byzantium and the Saracens, the Crusaders and the Seljouk Turks mark only the different phases of this unending duel, as do the age-long fights of the Balkan races, of Magyars, Poles, Venetians and Austrians against the ascendency of the House of Othman. In the nineteenth century the struggle took the shape of the rebirth of Balkan nations, which one after the other, backed by the elder Slav brother the Muscovite Tsar, succeeded in shaking off the Sultan's yoke.

And now, with the dismemberment of Turkey virtually agreed upon at Paris, we have arrived at the end of a chapter in this veritable battle of the ages, a chapter concluding with the crushing victory of the West over the East. As a expelled from Europe: this is the supreme significance of the Paris decision, the declaration, as it were, of a European Monroe Doctrine: Europe for the Europeans! It matters little politically, even if it should matter a great deal sentimentally, whether or not the shadow on the throne of Mahomet II is permitted to remain in Stamboul; the great result remains Turkey, as a positive factor in Europe, has ceased to exist.

Double Paradox

Throughout the history of Ottoman power there can be traced a double paradox, one apparent contradition incased within the other, as it were. The first is the original paradox of militarism. There was never in the history of the world a state, excepting, perhaps, the Mongol empire of Jenghiz Khan, organised more exclusively on a basis of military conquest, maintained as an armed establishment and giving a palpable expression to the ethics of militarism. The foundation of the Ottoman Empire was not the Turkish nation, for although there is unquestionably a distinct Turkish race, there never existed, in the Western sense of the term, a Turkish nation. The foundation of the Turkish Empire was the Turkish army. That this empire could maintain itself against a hostile Europe for over five hundred years would seem the supreme justification of militarism as an expedient of statecraft; also, the supreme condemnation of militarism as a factor of international morality. But as soon as we settle down to this view we are reminded that the destruction of this essentially militaristic power was brought about chiefly by the application of still more military power, which would mean that here is an evil the only remedy of which is a still larger dose of it.

This, however, is merely the outer more general paradox. Enveloped by it we find the inner central paradox of Turkish history: the fact that this Turkish army, the only foundation of the Turkish Empire, was throughout the larger part of its history not Turkish at all. But before this strange assertion can be properly understood it is necessary to go back to the beginnings of Turkish history.

It was around the year 1227 that a small band of Mahometan horsemen—legend puts their number at 400—applied for and was granted refuge in the domains of Ala-ed-Din, the Seljouk Sultan of Konia, in Asia Minor. Driven by the Mongol hordes of Genghiz Khan from their home somewhere in Central Asia, these horsemen settled in the mountainous district around Angora, under the suzerainty of the Seljouk ruler, and for 100 years they lived there, forming a sort of military vassal state, gradually extending their domain in the west and northwest at the expense of the decadent Byzantines. When, a century later, the Seljouk empire, once ruler of the lands between Tripoli and the Caucasus, crumbled away, Osman, chief of the clan of Turkish fighters, assumed the title of Sultan and made his seat at Brousa, on the Marmora, a "memento mori" to decaying Byzantium.

Osman extended his power by conquest and diplomacy. He was an extremely able general, but he experienced much difficulty, owing to the unconquerable Turkish aversion to discipline. Though gallant fighters individually, the Turks made very poor troops; moreover, they simply declined to fight afoot. Therefore, Osman's son, Orkhan, availed himself of an ingenious device of one of his lieutenants, Chenderelu Kara Khalil. It consisted in the so-called "devshurme," or blood tax, a yearly levy of—at the start—1,000 male children exacted from the subject Christian population. These boys, seized in an early and impressionable age, were brought up with extreme severity under a semi-military, semi-monastic system, became fanatic adherents of Islam and the best imaginable material for a standing army. This army—mostly infantry—was called the "yeni cheri," meaning "new army;" the word was later acclimatised in European languages as janissary.

The Janissaries

From the middle of the fourteenth to the beginning of the nineteenth century the story of Turkey is inextricably intertwined with the story of these Janissaries. In peace time, especially later on, they were nothing but a privileged mob, living apart in their barracks, but pursuing different civilian trades. At intervals they received, or rather exacted, huge gratuities from the intimidated sultans, but as a rule they were very poorly paid and supplemented their income by a systematic plundering of the population. Gradually they developed into a veritable scourge of the empire, combining the worst features of a Praetorian guard with the greed and cruelty of barbarous invaders. They deposed ministers of state at will, and sultans trembled before their rage. But they made up for all their excesses by unequalled gallantry and the strictest discipline in battle.

Says R. W. Seton-Watson, one of the foremost British authorities on the Near East, in his latest book, "The Rise of Nationality in the Balkans:"

"The child tribute, by which the famous corps of Janissaries was recruited, was a double source of strength, for on the one hand it made good the comparative sterility of the Turks, on the other drained the best forces of the subject population. Thus, by a refinement of cruelty, the unhappy Christians saw the flower of their youth converted into the deadliest instrument for prolonging their subjection."

Now the point about this Janissary army, admittedly the mainstay throughout the centuries of Turkish domination, is that it was by blood not Turkish at all, but an unassimilated medley of Slav, Greek, Hungarian, Albanian, Vlach, Armenian and Georgian. The fact is that the Turk was essentially a ruler and commander—a good fighter individually but born rather to give than to receive orders. There were only two callings in which the Turk felt at home at all—that of the general and the diplomatist. As statesman and administrator he was ever third rate; the best statesmen of the Turkish Empire were Arabs or Moslemised Greeks, Armenians or Jews, with an occasional Hungarian, Polish, Venetian or Genoese renegade. It may be remarked here that Enver Pasha himself, creator and personification of "Young Turkey," is the son of a converted Pole; while Talaat Bey, his chief accomplice, is a gypsy.

With the decline of the Corps of Janissaries the downhill course of the Turkish Empire set in.

"It was only when, toward the end of the sixteenth century, the Janissaries were permitted to marry, and under the degenerate successors of the great Suleiman were appeased each fresh accession by extravagant largesse, that the first symptoms of decay became apparent. When marriage was once allowed to them, the admission of their children to the service became a mere question of time; and from the moment that this practice became common the blood tax inevitably fell into disuse and the drain upon the Christian population ceased. . . . . Like a vampire the Ottoman state could only flourish by draining the life blood of its victims."

In the latter half of the eighteenth century the mutiny of Janissaries became a yearly feature of Constantinople life; and it is stated on good authority that during the twenty-eight years of the reign of Sultan Ahmed III the Janissaries set the capital on fire no less than 140 times. The inevitable end came in 1826. Exasperated by the organisation of regular troops on the French model, called Eshkenjis, the Janissaries broke in open revolt. They were surrounded by artillery in the square called Atmeidan, in front of their ancient barracks. The commander of the Sultan's troops, Ibrahim Aga, pleaded long with the mutineers, urging them to surrender and disband, in vain. It is recorded that Ibrahim gave the order to open fire with tears streaming down his cheeks; he knew only too well that he was sounding the burial knell of Turkish grandeur. In the days that followed over a hundred thousand Janissaries were mercilessly massacred on the streets of Stamboul and other cities.

Losing Ground

After reaching its zenith with Suleiman the Magnificent in the middle of the sixteenth century, Turkish power gradually lost ground in Europe. More than once it seemed to reach the verge of downfall; and the curious fact is that in spite of the continuous battering the Ottomans were able to maintain themselves in Europe up to this very day. There is only one explanation: they were never brought to face the united power of Christendom. Just as they had gained foothold in Thrace and finally captured Constantinople through the treachery of Greek nobles, in the same manner their domination outlived their intrinsic strength solely on account of the fratricidal quarrels of the Christian nations. In succession, the wars of Protestants and Catholics, the fights for the Spanish inheritance, the feud of Frederick and Maria Theresa, the Napoleonic struggles, and, in the last century, the rivalries and intrigues of Austria and Russia and England, renewed the Ottoman lease of life. And it is a significant fact that today, when perhaps for the first time since the height of mediaeval papacy Europe is under the unquestioned sway of a single center of power, that of Paris, the empire of the Turk has come to its end.

It will be a dry-eyed funeral. "The records of Turkish rule in Europe," writes Seton-Watson, "are one long catalogue of bloodshed and rapine, at first directed by the genius of one of the most remarkable dynasties which the world has seen, but never from first to last inspired by the faintest traditions of culture. . . . The rose garden replaces the dunghill, and flourishing modern cities the foul and mouldering hamlets of a century ago. . . . The proverb which declares that grass does not grow where the Ottoman hoofs have trod merely gives poetical expression to a fact which is as indisputable as the law of gravity."

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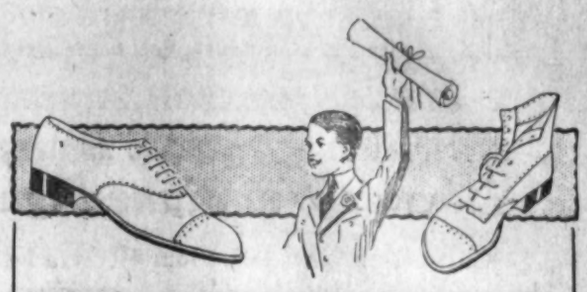

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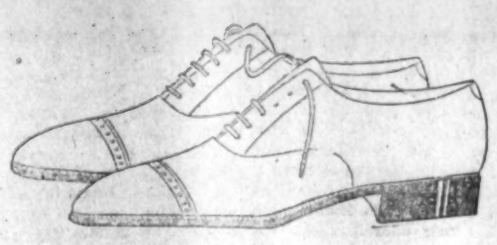

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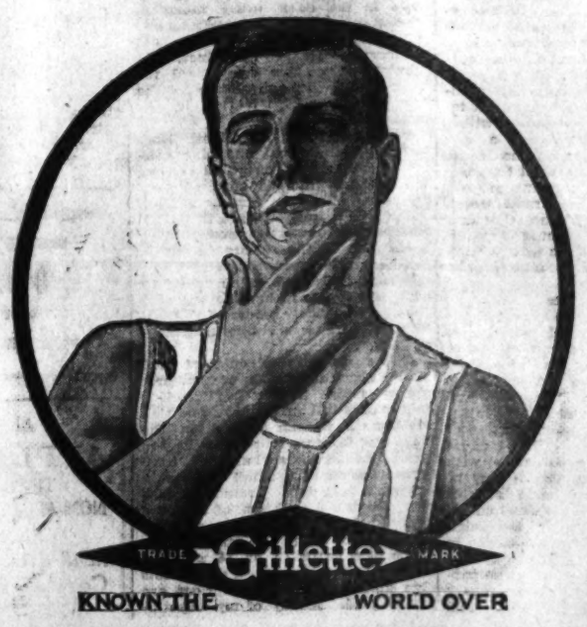

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Free Trade Question Arises As British Political Issue; Liberals Will Make Fight

Austin Chamberlain Gives Indications He Will Take Up His Father's Battle; Prosperity Conspicuous In London; Other London Notes

(From Our Own Correspondent)

London, May 27.—Free trade politicians are becoming seriously alarmed about fiscal questions. This is especially the case with the small party of Independent Liberals—the "Wee Frees," as they are called to distinguish them from the Coalition Liberals who are temporarily allied to the Tory party. At the same time, with the feeling of the country in favor of Preference, regarding it as a means of showing the Empire peoples that their efforts in the war were appreciated, there is no "kick" in the opposition to the new departure.

What specially disturbs the peace of mind of free traders both in and out of Parliament is Mr. Chamberlain's frequent references to Preference as a small beginning, and his hints that further developments are to be expected as soon as maybe. He persists in talking of a "tariff" when he discusses the subject of Preference; and of course all good free traders adhor the mere mention of the word. Moreover, his constant allusions to the great work of his father in the domain of fiscal policy, though commendable as a proof of filial devotion, cause disquiet. Mr. Asquith in his speech last week at Newcastle hoisted the free trade standard; and there is not the slightest doubt that any considerable change proposed in fiscal affairs will meet with the most determined challenge. As it is, a big free trade demonstration is being arranged to take place in Lancashire shortly with the object of arousing public opinion.

Meanwhile the position of Coalition Liberals who accepted the "coupon" at the General Election and joined forces with the Tories, avowedly in order to secure "a good peace," is not quite clear. Will they continue to support the Government if further fiscal changes are proposed? It is no secret that many of them are growing somewhat ill at ease since Mr. Chamberlain, with engaging candor, has disclosed his strong bent towards preferential treatment within the Empire. For instance, a few nights ago he surprised the House by revealing the fact, until then unsuspected, that he is giving priority to new issues and contracts which promote trade with the Colonies. Why, it is asked, should business men who have dealings with foreign countries be forced to take a back seat?

At Buckingham Palace

The King and Queen seem to have discovered an admirable solution of the difficulties of presentations at Court after so long an interval by dispensing with the elaborate, and frequently tedious, "Couris" and "Drawing-rooms," and instead introducing afternoon garden parties at Buckingham Palace. The innovation is more in accordance with modern ideas. It is also, it may be noted, an approximation to the old-time custom, when those who had the entree could see their Sovereign without the necessity of appearing in an elaborate and expensive special costume for the occasion. The gardens of Buckingham Palace are very beautiful, and will make an ideal setting for the parties to be held there during the Summer.

The Prince of Wales

Of late the Prince of Wales has been coming prominently before the public. A few nights ago he was the guest of the Savage Club at dinner and was duly initiated as an honorary member of the famous circle. Parenthetically, it may be remarked that in these days the "Savages," though claiming to maintain the old literary and artistic traditions of Bohemian London, are in fact quite staid and respectable to the verge of dullness. However, the Prince enjoyed himself. Before leaving he scratched his name, "Edward P." in pencil on the wall of the club behind the chairman's seat—a privilege accorded very distinguished visitors.

In August the Prince is to visit Canada and he has a full program before then of the foundation-stone-laying-opening-ceremony description which in time becomes the bane of existence of Royal personages in his position. Meanwhile it is understood that he will shortly set up his own establishment at York House, the modest-looking dwelling in Pall Mall near the old Palace of St. James.

Return of the 'Season'

Something in the nature of a "Season" has returned to London. Royal Opera is once more installed at Covent Garden, the great classic home of music having been "swept and garnished" after use during war time as a repository for furniture removed from big hotels that were commandeered for Government offices. The Derby is restored as a national institution; and Ascot, by all accounts, is going to be a grand affair. Polo is beginning and brilliant gatherings are seen at Roehamston. There are riders by the score in the Park every morning. Henley is coming into its own again; the "week" there is to be a social rendezvous on pre-war lines, and fabulous prices are being paid for houses on or near the River for the occasion.

Money Talks!

The streets of the West End, especially the great shopping centers, were never so crowded as they are in these gracious days of early Summer. Regent Street, Oxford Street and thereabouts are thronged. What strikes one is the extraordinary craze for bright colors. Peacock blue, emerald green, cerise, and canary yellow (I write as an amateur) pass and repass in bewildering succession, and "cut across the greyness of the world like a gallant song."

There are all the outward and visible signs of wealth everywhere; money shouts at you in luxurious motor cars without number, and rich clothes. A woman dressed in the height of fashion represents in the garments she wears what would have been considered a small fortune in days not long ago. Ordinary frocks worn by the Daughters of Eve are marked up in the windows at anything from 20 to 45 guineas; the price of a hat is 10 or 15 guineas, and even more; a pair of shoes costs five guineas—and these prices are freely paid. A lady of my acquaintance making a purchase in a Bond-street shop fancied a blouse in the showroom and asked the price. "Twenty-seven, madam," said the assistant. "That's reasonable," was the reply. "I'll have that." "Twenty-seven guineas, madam, of course!"

Men's clothes are also outrageously dear. I can personally vouch for 16 guineas being demanded (and paid!) for an ordinary lounge suit. Ten guineas is an average price.

Universities and Trade

A movement has been started to enlist the assistance of the Universities to encourage young men on taking their degree to adopt a business career. As matters stand now, the majority of Varsity men look for a livelihood to one or other of the professions—to medicine, the law, some post in the Civil Service or the like. But it is well known that very many are unable to "make good" in these overcrowded walks of life.

It is, however, just this type of highly educated men who are wanted in industry and trade. Employers are looking for them. The proposal is that some at least of the chief seats of learning should introduce a definite course for undergraduates desirous of entering industrial or commercial life after taking their degree. The value of the services of the University trained man has not been adequately realised hitherto. But there are signs of an awakening in this respect, as, for instance, in the case of the big oil combine's gift of £200,000 to Cambridge as an endowment for chemical research for trade development.

The Atlantic Flight

No single event since the armistice has filled the public mind so completely as the attempt of Hawker and Grieve to fly the Atlantic. The sporting spirit shown in deciding to set out instantly on hearing that the Americans had started for the Azores en route for Europe appealed to the popular imagination. "We must beat the Yankees," said Hawker as he climbed into his machine and vanished into the vast spaces of the Atlantic on an immeasureably greater task.

There has been a tendency to blame the Admiralty for not arranging to render assistance to the intrepid airmen. But the answer is that the flight was a privately organised affair. It was for a £10,000 prize offered by the Daily Mail, and was an advertisement for that paper as well as for certain types of aeroplane engines. The question of national prestige was incidental. Clearly the Government could not be expected to have a chain of ships (even if they were available) across the Atlantic for weeks or months, till the airmen were ready to make the attempt. The Americans had a ship patrol, it is true, but in that case the American Government initiated and organised the flight, which was carried out by naval officers, and assumed all responsibility.

However, having said this it may be added that opinion generally leans to the view that the British Government might well have organised a British flight, laying down its own conditions and making its own arrangements.

China and League of Nations

At a public meeting held under the auspices of the League of Nations Union at the Caxton Hall, with Viscount Brice in the chair, Mr. C. T. Wang, formerly Vice-President of the Chinese House of Commons, was the principal speaker. He said while China is a great country she is, unfortunately, weak, and therefore had been subject to the repeated humiliations of alien Imperialism. Would the League of Nations be powerful enough to combat the Imperialistic designs of some States who are members of the League? Answering the question himself, he remarked, "I may be permitted to say that the recent adverse decision of the Council of Prime Ministers (in Paris) concerning the German rights in Shantung has made me somewhat sceptical. But, pinning my faith upon the promises of the future, I still believe the League will mean much to China."

Sir Charles Addis, the distinguished manager in London of the Hongkong and Shanghai Bank declared that China has won her right to take her place in the comity of nations and, if she chooses, to occupy a seat in the League of Nations. "But," he added, "the privileges she has won are contingent on China signing the treaty of peace." For China to refuse to sign would be, he said, "the height of madness," and "unschooled folly," since she would forfeit all the advantages she can obtain from the League.

Foreign Office and Overseas Trade

The report of Mr. Follett Holt, the business member of the British Diplomatic and Commercial Mission to Latin-America, appointed last year by the Department of Overseas Trade, is in essence an indictment of our commercial intelligence system.

"There has been little or no co-operation between our trades and our diplomatic and consular representatives abroad or our diplomats at home," says Mr. Holt; "intelligent co-ordination is urgently needed."

A committee set up by the Government is to consider this subject and no doubt the future of the Consular Service will rest in a great measure on the conclusions arrived at. In the meantime, to judge by the criticisms appearing in the newspapers, the old bone of contention between the Foreign Office and the Board of Trade will be revived. The former claims that diplomacy and trade matters are so closely interwoven that it must have the direction of the Consular Service. There is reason in this point of view but the argument carries with it certain complications.

The trouble is that when two Departments have a say in any matter endless squabbling ensues. This is what has happened in the case of the Overseas Trade Department, set up as a concession to public opinion, and represented in Parliament by an Under-Secretary with one leg in the Foreign Office and the other in the Board of Trade. If the Board initiates a policy it is probably vetoed by the Foreign Office, or if the Foreign Office suggests a new line of action it is unacceptable to the Board. In the result there is deadlock or at best delay.

The critics of the present system want to see the Board of Trade freed from Foreign Office shackles, because, as the Daily Mail contends, "diplomatists are useless for business purposes, or worse." On the other hand a considerable body of opinion would be satisfied if those officials of the Foreign Office responsible for trade interests were men with commercial training—"a new class of men," as the Evening Standard puts it, "free from the feeling that a more than amateurish grasp of trade questions is unbefitting and official and a gentleman."

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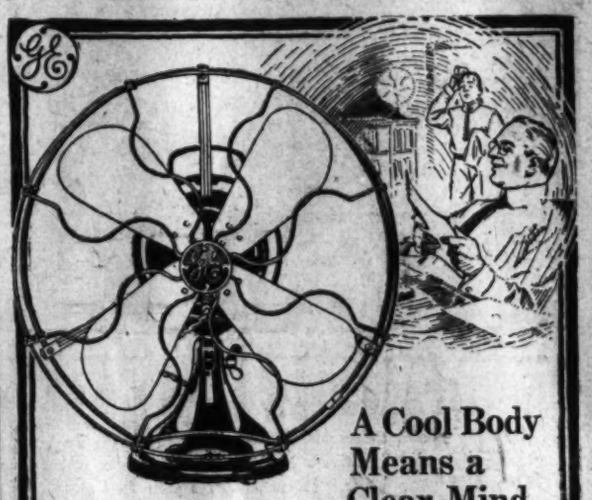
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Former Crown Prince Predicts Another War In Ten Years

Peace Treaty Will Satisfy Only France, Britain And America; Says Kaiser Will Die Rather Than Stand Trial By Allies

By T. Walter Williams

The Hague, June 9.—I saw the ex-Crown Prince of Germany at 6 o'clock tonight when landing from a motor boat which had brought me from Ewijckslois on the mainland. He was sunburned and looked well. He wore a leather jacket, with a motor cap and goggles, and dark gray knee breeches. He rode to the pier on the island of Wieringen on a motor cycle to meet an aid to his father who was coming to spend a few days with him. A crowd of Dutch children wearing wooden shoes surrounded the former military leader who headed the attack on Verdun, and he seemed very popular with them.

When the aid drove away in an automobile to go to the ex-Crown Prince's house at Oosterland, about six miles away, I asked the ex-Crown Prince for an interview in the morning.

"I'm sorry I cannot grant your request," he replied, "because I have been so misconstrued. I had my words twisted into meanings different from what I intended by a correspondent whom I received when I first came to this island. My father would be very angry if I gave any more formal interviews to the press.

"Besides," he added, speaking earnestly, "it would harm my country, and I don't wish to do that, because I'm German, and it would be disloyal. You are fortunate to have caught me here, because I've refused to see many correspondents."

The ex-Crown Prince appeared anxious to know about the peace treaty and whether the conditions concerning the trade of Germany and territorial concessions would be modified by the delegates to the conference at Paris. He said it was a pity that all the new, small nations should be formed now, instead of waiting until the big powers had signed the peace treaty.

Another War In Ten Years

"Under the present conditions," he continued, "there will be nothing but trouble and another big war inside of ten years. The people of Eastern Prussia and Silesia will never agree with the Polish Government. Russia, Servia, Czecho-Slovakia, Italy, Belgium and Japan will all be furious over the settlement, and the only countries that will be content are France, England and America, which does not want much for herself out of the war.

"I was very disappointed when I read the full text of the peace terms, because I had expected Mr. Wilson would give Germany less difficult conditions, so that she could exist as a nation and regain her trade with the world. Please tell me," the ex-Crown Prince said, speaking earnestly, "if it is true that President Wilson was about to make peace proposals to end the war when he received notice of Germany's intention to start ruthless submarine attacks against allied shipping."

When informed that such was the report he said it was a great pity, because if the war had stopped at the beginning of 1917 thousands of lives would have been saved and the world would not have been in the topsy-turvy state it is today.

"It will take fifty years," he said, "to bring proper conditions in industry, finance and commerce back again to where they were before the war. The League of Nations will have a gigantic task to handle all the hard problems that will come before it after the peace treaty is signed. I feel sorry for the commissions that will be appointed, as it will surely make them grow grey with worry."

Tells About The Kaiser

When asked about the report that his father was returning to Germany, he said:

"I don't think that's correct. He will remain in Holland, where he is now, with Count Bentinck. As to the report that he would have to face a tribunal for bringing on the war, I'm sure my father would never submit to such a proceeding. He would sooner die first. One has one's honor, you know.

"He has grown very white and old, with all this worry, and I have been very anxious about his health, but he is better now, I hear. My mother has been suffering, too, very much from heart disease, from the same cause. I was pleased to meet her the other day at Amersfoort and have a long talk.

"It was funny," he continued, "the excitement my departure caused on the island, when I left on the morning boat for Ewijksluis. The news spread the night before, and all the inhabitants, I think, were on the small pier and its approach to see me go away, under the impression that I was not coming back."

When I asked him what his plans were for the future, the ex-Crown Prince replied:

"After the peace treaty has been signed I hope to return to Germany and live as a private citizen on my estate in Silesia. I shall occupy myself performing my duties as a landowner."

"What about your starting in the pottery business?" I asked.

"That was a joke," he replied. "It was the April 1. I know nothing about making pottery. Besides, I don't like it.

"All I wish to do is to return to Germany. I have been treated very nicely in Holland, but I prefer Germany, naturally, as it's my country. I'm fond of culture. I like good concerts, the opera, theaters, the society of cultured people. All I can do on this island is ride about on a motor cycle, read, sketch, play tennis against my will in the garden, and avoid the visitors who come on week days and holidays to try to see me, receive papers and books, and occasionally have friends to stay with me, like the aid to my father who came today.

Compares Fate With Father's

"It's slow, living at Wieringen, though the people are all kind and the children like me. I'm free to go where I like, and I prefer it to being shut up in a castle, as my father at Amerongen is."

The ex-Crown Prince mentioned H. G. Wells's new book on the peace treaty. He said it was very clever, and added that Homer Lea, who wrote "The Valor of Ignorance," would have been amused at the League of Nations.

He said he had nothing to do with his coming to live on the island of Wieringen as it was selected by the Dutch Government. The officials, including the Burgomaster, had been very kind to him, he said, but the climate was awful.

"It nearly killed me this Winter," he went on, "What with the fogs, rain, day after day, wild storms, when all communication with the mainland was cut off. And the cold! The north winds blow all the time, and even now, in June, I have to keep my house heated, because it is so cold."

He wore a white woolen sweater under his leather jacket, and a silk muffler. While talking the ex-Crown Prince smoked cigarettes two inches long.

Wieringen is at its best now, with fine, sunny weather, although the north winds are unpleasantly cold at night. The villages are dazzling clean and bright and the gardens full of roses and other flowers. The fields are a mass of waving green. The Hotel Haan is always full of strangers, who come to see the Prince. A motor boat makes two trips daily to the mainland with passengers and mails, the passage taking about forty minutes in fine weather.

Zyne Hodgheid To Islanders

Wieringen has been much maligned by correspondents who came here in the Winter months. The island has 3,000 inhabitants, living in eight villages, the largest of which is Hippolituschoff, with 1,200 people, a hotel, and an electric light plant. Oosterland, where the ex-Crown Prince is living in the pastor's house, is two and a half miles further inland and has about 500 persons.

The people address the ex-Crown Prince as "Zyne Hodgheid," and not as "Mynheer Hohenzollern."

I walked to Oosterland on a previous visit, and saw the house which shelters the ex-Crown Prince, a two-story brick building near the church, with a garden back and front. The ex-Crown Prince at the time was at Dever, a smile away, sketching. The Postmaster showed me the house, which has a reception room and a dining room on the ground floor and two bedrooms above, all plainly but comfortably furnished in the Dutch style. Sketches done by the ex-Crown Prince are hung in the dining room. There is no bathroom. Two Majors live with the ex-Crown Prince as aids. The chief, valet, and three other servants live in a small house on the right of the garden.

The farmers all seem prosperous. They own motor cars. Laborers ride to work on bicycles. There is plenty of good milk, butter, cheese, sugar, eggs, ham, and tea here, but not much bread or coffee.

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Shanghai Cotton Tls. 217.50 Sept.
Tls. 36.70 July
Tls. 21.00 July
Tls. 25.30 September

Shanghai Produce & Stock Exchange

Transactions

Shanghai, July 19, 1919.

BUSINESS DONE

Japanese Bond 5%:
Tls. 36.70 July
Shanghai P. and S. Exchange:
Tls. 21.00 July
Tls. 25.30 September
Kuhara Mining (new)
Tls. 25.30 September
Local Yarn:
Water Moon 16's: Tls. 192.00 July
Tls. 193.00 September

[redacted]

...New York

...an Market:
...handy.

	Tls.
.....	34.75
.....	34.00
.....	37.00
.....	32.00

...put

...ay	June
...000	30,000
...334	1,296
...000	67,000
...000	212,000
...133	26,286
...503	26,213
...236	14,569
...000	18,950
...500	12,500
...800	22,584
...265	17,110
...409	59,635
...933	42,309
...000	129,000
...000	73,000
...539	22,244
...537	11,150
...	—
...700	10,770
...225	33,968
...000	40,000
...290	64,482
...000	26,500
...479	—
...817	—
...000	20,000
...900	25,500
...341	15,482
...	—
...650	31,233
...	—
...,000	15,500
...4,384	13,900
...6,985	19,018
...3,040	67,150
...3,784	15,222
...	—
...9,054	9,307
...23,723	26,156
Taiping	13,010	12,300
Tanah Merah	34,600	27,000
Tebong	80,000	—
Ulobri	4,627	4,847
Ziangbe	84,000	76,000

...inaster may be the final outturn of the crop, it has still two months of troubles ahead of it; meanwhile we do not think present prices for the Fall positions can be considered high. The market will be very susceptible in the near future to bad crop reports, and the uncertainty as to its progress in August and September will probably prevent any aggressive operations on the bear side.

We think, therefore, that for the present there is comparatively little risk in buying cotton conservatively on declines. Such purchases should prove moderately profitable, while they might show handsome results if there should be any further setbacks to the crops.

Liverpool, July 10.—Liverpool Market:

Egyptian F. G. F. Sakellaridis	27.09
M. G. Fine Scinde and Bengal	15.7[illegible]
Good Middling American, spot	21.00
Good Middling American, Sept.	21.01
...Oct.	20.94

Freight Market

In their report dated July 17, Messrs. Wheelock and Co., write as follows:

The situation in our Homeward Freight market is as follows:

To United Kingdom and Continent: We are unable to chronicle any improvement in regard to the state of affairs on this berth; the demand for space continues unabated and the space available for the shipment of China produce by Conference Lines is only sufficient to provide for a very insignificant proportion of what would be moved were the supply of tonnage more abundant.

To United States via Pacific: This berth has continued to improve since last writing; there is more cargo offering for shipment now than there has been for some considerable time and steamers loading on the different berths are receiving good support all around.

Coastwise: There is nothing new to report on his market. The steamers belonging to the regular coasting Lines are fully occupied on their usual runs and rates are steady.

For the United Kingdom and Continent: The following are the next cargo-boats to load on this berth.

Antwerp, London s.s. Awa Maru, sailing July 20.

London s.s. Sado Maru, sailing July 21.

Liverpool s.s. Tosa Maru, sailing July 25.

Marseilles s.s. Saratov, sailing July 25.

London s.s. Kansas sailing July end.

London, s.s. Kitano Maru, sailing August 4.

London s.s. Amazon Maru, sailing August 6.

For New York via Panama or Suez: The s.s. Eurvades will sail today and be followed by the s.s. Muncaster Castle on the 22nd inst. and by the s.s. Gaelic Prince on the 4th prox. all three vessels proceeding via Panama—whilst the next boat to load will be the s.s. Gothic Prince sailing about the 15th prox. via Suez.

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FORD HIRE SERVICE
77 ROUTE VALLON

AN AMERICAN PASTOR'S STORY

The Rev. William P. Brock, of Berwyn, Oklahoma, recently realted the following personal experiences:—

"When I was a boy of about twelve years" said he, "I had what a boy seldom has—rheumatism. I had been in bad health for some months and was taken out of school on account of it. But I kept getting worse and at one time could hardly get around. This, I suppose, undermined my health and was the cause of my later troubles.

"Some time ago I became very weak, had a severe pain in my side almost all the time and, when I walked any distance, I became out of breath, with a feeling of burning at the heart. My head and limbs would ache fearfully, especially at night. Then my rheumatism came on again and, later, I had a dry hacking cough which nearly drove me distracted.

"A friend in Texas, some years before had told me of the benefit he had received from Dr. Williams' pink pills, and finally I was induced to try them by an article in a paper which told of their correcting a case similar to mine. I took them and they made me well."

In rheumatism the blood is thin and lacking in red corpuscles, the portion of the blood that carries oxygen. A remedy that increases the number of these corpuscles enable the blood to carry more oxygen and the oxygen burns out the rheumatic poisons.

Such a remedy is Dr. Williams' pink pills for the pale people, the world-renowned blood and nerve tonic. They are obtainable from druggists everywhere, also direct from the China Office of the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai, $1.50 the bottle, $8.00 for six bottles, post free.

Write for a copy of the booklet "Building Up The Blood." A postcard request to the above address will bring it to you by return mail.

CPOS

TRANS-PACIFIC
SHANGHAI-VANCOUVER

E. of Asia	Aug. 9	E. of Russia ..	Sept. 6
Monteagle	Aug. 13	Monteagle	Oct. 1
E. of Japan ...	Aug. 22	E. of Asia	Oct. 4

SHANGHAI-HONGKONG
EMPRESS of ASIA (viâ Manila) ..... July 25
MONTEAGLE ..... July 31

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TRANS-ATLANTIC
MONTREAL TO LIVERPOOL

GRAMPIAN	Aug. 2	TUNISIAN	Aug. 22
METAGAMA	„ 8	SCOTIAN	„ 23
MELITA	„ 13	MINNEDOSA	„ 28
CORSICAN	„ 15	SCANDINAVIAN	„ 30

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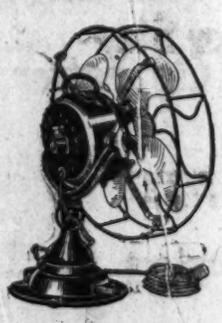

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Peking Union Medical College

Announcements for the Academic Year 1919-20

The work of the recorganized Peking Union Medical College is divided between two schools: the Medical School, which gives a four years' course in medicine and an additional optional year of special work in the laboratories or hospital; and the Premedical School, which offers a three years' course preparatory to admission to the Medical School. The Premedical School was opened in September 1917. The Medical School will admit its first class on October 1, 1919.

All instruction in both the Medical and the Premedical Schools, except courses in Chinese language and literature, is given in the English language.

THE MEDICAL SCHOOL

Requirements for Admission: The minimum requirements for admission to the Medical School are graduation from an approved middle school, or its equivalent, and the completion of not less than three years of college work. This must include satisfactory courses in biology, chemistry (including general, analytical, and organic), physics, English Chinese, and at least one other foreign language.

All candidates for admission, except graduates of the Premedical School, must pass satisfactory examinations in the subjects required for admission.

Curriculum: During the year 1919-20 only the subjects included in the first year of the medical course will be offered.

Graduate Courses and Research: Special courses in anatomy, physiology, and physiological chemistry will be offered during the year 1919-20 to graduates in medicine or other qualified persons. Visitors who desire to investigate special problems may be granted the use of the laboratories at the discretion of the Director.

THE PREMEDICAL SCHOOL

Requirements for Admission: Admission is by entrance examination only. To be eligible for the entrance examinations, a candidate must be a graduate of an approved middle school or its equivalent, and must possess a good working knowledge of English, both oral and witten.

Curriculum: The Premedical School offers a three-year course in the fundamental subjects which are prerequisite to the study of medicine, including mathematics, biology, chemistry, physics, Chinese, English, French, and German. Students who complete satisfactorily the work of the Premedical School are admitted to the Medical School without further examinations.

Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

Calendar: The first semester opens September 23, 1919, and closes January 30, 1920; the second semester opens February 3, 1920, and closes June 16.

EXAMINATIONS

Examinations for admission to the first year of the Medical School and for admission to the Premedical School will be held at Peking and at Shanghai on June 9 to 13 and August 25 to 29, 1919. In case the number of applicants warrants it, examinations will be held at other centers. Applications for admission and requests for further information should be addressed to

The Dean,
Peking Union Medical College, Peking, China.

Chop Suey, Or China As It Looks In New York

(*From The New York World*)

Madison, Wis., May 31.—For four years Chinese royalty has studied modestly at the University of Wisconsin without telling the secret.

Hai Hsieh of Shanghai, 19-year-old son of Nanming, Viceroy of the province of Chihli, grandson of Fohcheng, first Chinese Ambassador to St. James's, to Italy, Spain and France during the reign of Queen Victoria, who will graduate in June in the course in economics, is the fiance of Susan Yuan, 19-year-old daughter of Yuan Shih-k'ai, first President of the Chinese Republic and once Emperor of China. He is star sprinter on the university track team.

It is a love match. Contrary to the Chinese custom, Hsieh wooed his fiancee American style. The romance culminated last summer when Hsieh was home for the vacation. The wedding is planned for November.

In A Manner Of Speaking

Hsieh, sent here by the Chinese Government, hopes to return next year for a post graduate course. He will bring his bride with him. The Oriental custom of the groom's parents making a formal proposal to the bride's parents or guardians was adhered to, "but that was just formality," according to Hsieh, who resents any insinuation that the affair is not a love match.

President Shush

Preparations for the wedding are already under way at the bride-elect's home in Tientsin. There the modest little nineteen-year-old maid is patiently waiting for her future husband to graduate. Since the death of her famous father, Susan's guardian has been Shush Ish Ung, now President of China, her godfather, and the sworn brother of her father. She has never gone to school, for that would not be in keeping with her royal blood. She has an English tutor and a Chinese tutor, who taught her carefully the many things which she must know to be the wife of a westernised-eastern prince.

This month the girls' mourning is over. Since her father's death Susan has worn the conventional mourning costume, gray silk bound in black. For months Susan's family has been preparing the dowry. Everything will be in it. All the furniture for her own bedroom, linen, embroideries pillows, scarfs, bedclothes, tapestries, vases, hangings, the riches that the Orient affords. For a week the celebration will last. Three days will be devoted to the wedding proper. The first day the bride's dowry will be sent to the bridegroom's home. The second day the wedding itself will take place at the bridegroom's home. The third day the celebration will be held at the bride's home.

Passengers Arrived

Per C.N. s.s. Tatung from Hankow: Lt. Comdr. Handley and one officer, one Naval Rating, Rev. R. E. Claston, Messrs. Hittle, Keogh, Taylor, Jephson.

Per C.N. s.s. Sinkiang from Hongkong: Mr. and Mrs. Almazoff, Messrs. C. Sinkloar, W. G. Morgan, E. Clover, J. Holland.

Per P.M. s.s. Ecuador from Hongkong: Mr. and Mrs. L. W. Bissell, Mrs. C. C. Goodrich, Mrs. R. Joseph, Mrs. Lily and Master Kwok, Mr. and Mrs. H. P. King, Master Henry and Miss Mary King, Mrs. J. Lawrence, Master E. Lawrence, Misses M. N. Lyne, A. McCracken, M. Schumate, B. M. Madhavdas, H. Miller, Mr. and Mrs. D. E. Miller, Mrs. J. E. Lewis, Mr. B. and Master B. M. Madhavdas, Lieut. E. R. Ricci, Messrs. G. L. Allen, Chan Wah, N. Craig, F. Collett, C. Davidson, I. Delbourgo, L. Everett, F. W. Gibbons, F. Gandossi, H. S. Janes, V. Korzin, O. J. Kennedy, F. F. Reid, L. Silberman, M. Js Smith, J. H. Van Ketwie; through passengers for Kobe: Miss M. Frazer, Mr. Lee Chee; for Yokohama: Dr. and Mrs. G. M. Brouwer, Misses L. A. Clement, C. McNab, H. A. Shearer, Mrs. P. and Master J. Nolasco, Dr. H. Planton, Messrs. F. B. Arnold, Lai Wing-ting, J. F. Price, N. J. Pels, F. I. Wevill, H. Wessels; for San Francisco: Mr. and Mrs. L. Barkey, Mr. and Mrs. R. T. Capen, Miss HC and Master C. Capen, Mr. and Mrs. H. W. O. DeBruyer, Miss M. Hessey, Mr. and Mrs. Jui Mue, Major E. W. Moore, Mr. and Mrs. A. H. Maxwell, Mrs. G. A. Proctor, Dr. C. Penaflor, Mr. and Mrs. C. G. Salsbury, Master C. Salsbury, Mr. and Mrs. J. F. Steiner, Miss G. Steiner, Cap. J. W. Simmie, Rev. and Mrs. H. White, Messrs. A. Alvarez, Eng Yon-yee, A. G. Ferf, F. H. Graham, G. Garcia Ho Chee-wing, W. W. Marquardt, A. Martines, Muy Sie-on, Luis J. Reyes H. G. Rasul, P. Santos, J. N. Smith, C. Seris, L. Victorino.

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MANY mothers are worried about the changing of Baby's Food from time to time. The Food that suits at six weeks of age will not suffice at six months

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NIGHT PASSENGER TRAINS
S. H. N. R.

On and from the 1st August 1919 additional express trains will run as under:—

No. 116 Down.

Shanghai North Dep.	7.15 p.m.
Shanghai South Dep.	7.20 p.m.
Hangchow arr.	11.37 p.m.
Zahkou arr.	12.00 p.m.

No. 115 Up.

Zahkou Dep.	5.50 p.m.
Hangchow Dep.	6.15 p.m.
Shanghai North arr.	10.45 p.m.
Shanghai South arr.	10.40 p.m.

For detailed timings see revised time table.

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Traffic Manager.

24510

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Outport orders
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BUSINESS AND OFFICIAL NOTICES

(Continued from Page 26)

THE S.S. "TUNGUS"
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VLADIVOSTOCK
On the 21st July
FOR Freight (Godown accommodation at Vladivostock guaranteed) and Passage, apply to
S. HEIMANN & COMPANY,
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Telephone Central 1604.
24483

Municipal Notification
No. 2602.

7% LOAN 1919
Price of Issue until further notice 95 per cent.

Under the authority of Resolution passed at the Annual Meeting of Ratepayers on April 9, 1919, the Council hereby invites applications for debentures in the 7 per cent Loan of 1919.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.

They will be issued at 95 per cent until further notice and will be redeemed on December 31, 1929.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from the Treasurer, Finance Department, 24B Kiangse Road, to whom all enquiries should be addressed.

By order,
N. O. LIDDELL,
Secretary

Council Room,
Shanghai, April 12, 1919.
2424.

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Tel. North 2768

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Time 9-12 : 2-6
Tel. 1916.
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Diagnosis in the forenoon.
Attendance by arrangement in the afternoon.
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NOTICE

To Whom It May Concern:

Notice is hereby given that by an agreement in writing dated the 2nd day of May, 1919 and made between Wong Yuoh Su (王玉書) of 437 Manila Road, Shanghai, of the one part and Dzien Ziang Yuen (錢祥元) of 278 T Chekiang Road, Shanghai, of the other part, and for the consideration therein mentioned, the said Wong Yuoh Shu thereby assigned to the said Dzien Ziang Yuen all his right, title, interest and claim of, in, and to the 200 shares, numbered 1251-1450 inclusive, in the capital of the Shing Nyih Company, also known as the "New World," as well as all the right, title, interest and claim of the said Wong Yuoh Shu, under and in virtue of Articles 8, 4, 12, of the Regulations of the said Company, as the Assistant General Manager of the said Company, and to receive all the remunerations, honoraria, and profits to become or accure due and payable to the holder of the said position, together with all the duties responsibilities and obligations accepted, incurred, or entered into by the said Wong Yuoh Shu as the Assistant General Manager, or otherwise devolved upon the said Wong Yuoh Shu, as a partner or shareholder, of or in the said Company; and the said Dzien Ziang Yuen thereby accepted the said 200 shares in the said Shing Nyih Company, together with all the said right, title, interest, and claim attaching to the said position of Assistant General Manager, and to receive all the said remunerations, honoraria, and profits, and further together with all the said duties, responsibilities and obligations of the said Wong Yuoh Shu; and that the Wong Yuoh Shu thereby ceased to be connected, interested or concerned with or in the said Shing Nyih Company or would be responsible for the same.

Dated this 16th day of July 1919.

HANSON, McNEILL,
JONES AND WRIGHT,
Solicitors for the above-named Wong Yuoh Shu and Dzien Ziang Yuen.

24519

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ANNOUNCEMENT
Egg Drying Machinery

The Milk Drying Machinery Co., of Chicago, Ill., U. S. A., who have sold a number of egg-drying machines throughout China, will open an office and wareroom in Shanghai in the near future, where both the single and the double unit machines will be kept in stock, which will insure immediate deliveries.

There will also be kept on hand furnaces, pumps and all extra parts which may be needed to repair worn or damaged sections of the machinery.

The office will be in charge of Mr. A. F. Doyle, of Chicago. A uniform c. i. f. price will be quoted to all importing firms, and to our special representative, through which channels our machines will be sold.

The erection of the machines will be superintended by Messrs. B. J. Smith, P. Garretson and C. E. Howser, who have been overseeing this work in China for the past three years.

We are registering our five letters patent with the several American consulates in China. These patents fully cover our method and process and all infringements will be vigorously prosecuted, as will the users of the product made on any machines that infringe our patents.

Owners of egg factories desiring to install our machines for use early next season are advised to place their orders as soon as possible, as considerable delay in transportation and installation cannot be avoided.

Milk Drying Machinery Co.
Leslie P. Mick, President
24536

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Singapore Rubber Auction

Messrs. R. N. Truman and Co. inform us that the following is a translation of a telegraphic report received from their Singapore agents in connection with the last weekly report auctions held at Singapore on Wednesday, July 16, 1919:

Average Price realised:

No. 1 Smoked Sheet—$0.66¼ per pound equivalent to 1s. 6⅜d. ex warehouse Singapore.

No. 1 Crepe—$0.67½ per pound equivalent to 1s. 7⅛d. ex warehouse Singapore.

Market steady, offered 738 tons sold 602 tons.

Singapore, July 3 and 4.—Following were the prices realised at the auction this week:

	Singapore. per lb. Cents.
Sheet	
Smoked Fine Ribbed	68/65½
Smoked Good Ribbed ...	65/57
Smoked Fine Plain	Nil
Smoked Good Plain	Nil
Unsmoked Fine Ribbed...	54½
Unsmoked Good Ribbed..	45½
Unsmoked Fine Plain ...	Nil
Unsmoked Good Plain ...	Nil
Cupwashing	45/35½
Crepe	
Fine Pale Thin	67/65
Good Pale Thin	64½/53
Good Pale Blanket	Nil
Good Brown	49/48
Fine Brown	54½/51
Good Brown	52/47
Good Dark	48/40
Barky	40½/34½
Scrap	
Virgin and Pressed	47½/44
Loose	Nil

Catalogued for sale: 2,393,198 lbs. (about 1,068 tons).

Sold: 1,868,851 lbs. (about 834 tons).

Our auctions did not start till Thursday morning owing to Monday being a local holiday.

The sales opened with a good demand for nearly all grades. Fine Pale Crepe, however, being rather neglected.

Fine Ribbed Smoked Sheet met with a strong competition, and 68 cents was paid for a few attractive lots, otherwise 67½ cents may be given as the average price for the best of this grade, marking an advnce of from 1 to 1½ cents on last week's prices.

The usual inquiry for Fine Pale Crepe was not in evidence, and although another ½ cent was paid for a few lots "in cases," 67 cents was the best price obtainable for "loose," being 2½ cents below last week's market.

Off-grades, medium and lower Crepes, were freely sold at last week's prices.

During the continuation of the sale this morning, the market seemed slightly easier, yesterday's prices, however, being fairly well maintained for all grades but Fine Pale Crepe, which could only be sold at 1½ cents below yesterday's top.

At the close of the sales the tendency weakened, and decline is generally expected.

Meyer and Measor.

Silk Market

In their report for week ending July 18, Messrs. William Little and Co. write as follows:

White Silk.—The market continues to rule very quiet, especially for Europe.

Tsatlee New Style.—M. H. Y. Blue Dragon and Feima, Ex. 1, 2, Tls. 740 av. Sphinx, Sphinx and Lion, Ex. 1, 2, Tls. 702½ av. Gold and Silver Peacock, Ex. 1, 2, Tls. 702½ av. Gold Stork 1, 2, Tls. 665 av.

The China Mutual Life Insurance Co., Ltd.

Parents should take advantage of the present high rate of exchange to provide for the future education of their children.

Write to us for particulars of our Special Policies, at

10 Canton Road, Shanghai.

ASTOR HOUSE HOTEL
TIENTSIN

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Every Bedroom with private Bath and Toilet.

First Class Cuisine and Selected Cellar, under Foreign supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital	£2,000,000
Reserve Fund	2,000,000
Reserve Liability of Shareholders	£2,100,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminister and Parrs Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Ilollo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Kiang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Manila	Taiping
Delhi	Medan	(F. M. S.
Haiphong	New York	Tavoy (Lower
Hankow	Peking	Burma)
Hongkong	Penang	Tientsin
	Yokohama	

Shanghai Branch 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART.
Manager.

BANQUE DE L'INDO-CHINE

Capital	Frs. 48,000,000.00
Reserve	Frs. 50,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoote	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabex."

Capital .....Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtao, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

P. C. KONG.
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling £1,500,000 @ 2/-	$15,000,000
Silver	21,000,000
	$36,000,000
Reserve liability of Proprietors	$15,000,000

Head Office: HONGKONG
Court of Directors:
J. A. Plummer, Esq., Chairman.
Hon. Mr. E. V. D. Parr, Deputy Chairman.
A. H. Compton, Esq.
Hon. Mr. S. H. Dodwell.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
Hon. Mr. J. Johnstone.
W. L. Pattenden, Esq.
Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala-Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Ilollo	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN.
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,980,000
	Kug. Tls.
Capital Contributed by the Chinese Government ..	3,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E.C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Sciete Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayewsk
Chanchun	Hankow	O/Amur
(Kwan-chendze)	Harbin	Peking
Chefoo	Hongkong	Shanghai
Dairen	Manchouli	Tientsin
(Dalny)	Newchwang	Vladivostock
		Yokohama

85 Branches and Agencies in Russia. Siberia and Mongolia.

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Desposit Boxes.

L. JEZLERSKI,
G. CARRERE.
Managers for Asia.

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital	$1,000,000.00
Reserve Fund	$91,347.41

Head Office; Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Central 2650
General Office: Central 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.
Correspondents at the principal cities throughout China.
Interest allowed on Current Accounts and Fixed Depcsits in Taels, Dollars, Gold Dollars, Sterling and Y according to arrangement.
Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.
Domestic and Foreign Drafts purchased and sold.
Credit grant on approved securities.
Savings Accounts—4% per annum.
Every description of banking business transacted.
Modern Safe Deposit Boxes For Rent
SHEN CHU HSU, Manager.
SHU CHIN MIH, Sub-Manager.
C. C. YANG, Sub-Manager.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid-Up Capital	£2,000,000
Reserves	£431,890

Head office: BRUSSELS
London: 2 Bishopsgate, E.C.2
Branches: Alexandria, Tantah, Cairo, Peking, Tientsin,
Agents:
New York: 31 Pine Street
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Societe Generale de Belgique

Bankers:
London: Martin's Bank, Ltd.
Brussels; Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque Nationale de Credit.
Lyons: Banque Nationale de Credit.
Marseilles: Banque Nationale de Credit.
New York: Guaranty Trust Co. of New York.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS.
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls.	5,000,000
Paid-Up Capital Sh. Tls.	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

中行銀 Chung Foo Union Bank

(Established in 1917.)

Statutes approved by the Government in 1916.

Head Office: Tientsin

Subscribed Capital	$2,000,000
Paid-Up Capital	$1,020,000
Reserve Fund	$ 20,000

Acting Managing Director:
NIEH CHI-WEI

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang
Shanghai	Soochow	Changsha
Peking	Wusieh	Shasi
Hankow	Hangchow	Wuhu
Nanking	Ningpo	London
Yangchow	Shaoshing	New York
Hsuchow	Canton	San Francisco
Pengpu	Hongkong	Boston
Changchun	Changteh	Tokio
Antung	Chengchow	Kobe
Kiukiang	TsinkiangpuOsaka	
	Yokohama	

And also other principal cities in foreign countries.

SHANGHAI BRANCH.
S. 441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager,
T. D. Zar, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus ...U.S.	$6,500,000
Undivided Profits .U.S.	$2,563,040.00

H. T. S. Green,
President & General Manager.
London Office:
26 Bishopsgate, E. C.
San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Rangoon Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.

West Indian and Central American Branches:
Republic of Panama: Panama, Colon
Republic of Colombia; Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

THE BANK OF CANTON, LIMITED.

Incorporated 1912.

Capital (fully paid)	H.$2,000,000.00
Reserve Fund	H.$ 400,000.00
Investment reserve fund	H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	San Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA JAPAN.

Capital Subscribed ..	Yen 48,000,000
Capital Paid-up	Yen 42,000,000
Reserve Fund	Yen 25,000,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	Seattle
Bombay	London	Shanghai
Buenos Ayres	Lyons	Shimonoseki
Calcutta	Manila	Singapore
Changchun	Mukden	Sourabaya
Dalny	Nagasaki	Sydney
Hankow	Newchwang	Tientsin
Harbin	New York	Tokio
Hongkong	Osaka	Tsinanfu
Honolulu	Peking	Tsingtau
Kaiyuen	Rangoon	Valdivostock
Kobe	S. Francisco	

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital ..	$60,000,000.00
Paid-Up Capital	$12,279,800.00
Reserve Fund	$1,298,552.60
Special Reserve Fund	$1,395,933.68

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.

Shanghai, 15th February, 1919.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000
one-third of the Capital, i. e., Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana Credito Italiano

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Mercantile Bank of India, Ltd.

Subscribed Capital	£1,500,000
Paid up Capital	750,000
Reserve Fund	700,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.
EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager
26 The Bund.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.
Paid-up-Capital—
Guilders 70,000,000 (about £5,833,333)
Reserve Fund—
Guilders 13,760,286 (about £1,063,357)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Medan	Singapore
Bandoeng	Padang	Soerabaya
Cheribon	Palembang	Soerakarta
Djember	Pekalongan	Tebing-Tinggi
Djokjakarta	Penang	Tegal
Hongkong	Pontianak	Telok-Betoe
Kota-Radja	Rangoon	Tjilatjap
Langsa	Semarang	Weltevreden
Makassar		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

Resources: Pesos 248,000,000

Philippine National Bank

No. 1 The Bund, Shanghai

Telephone: Central 2741

Head Office: MANILA

BRANCHES:
37 Broadway, New York, and throughout the Philippines.

Correspondents at principal cities in the Orient, United States and Europe.

CHECKING AND SAVING ACCOUNTS: FIXED DEPOSIT
Exchange Bought and Sold
Commercial and Travellers' Letters of Credit
Travellers' Checks

Siccawei Weather Report

18.—Fine hot weather with very light S to SE breezes on the coast. The barometers have moderately risen in the North; they have kept steady in our regions.

19.—Cloudy but fine hot weather. Barometer rising ESE breezes.

Saturday, July 19, 1919

WEATHER	4 A.M.	9 A.M.
Bar. at 32° F. inches .	29.75	29.78
Variation for 24 hrs.	0.03	0.02
Varation for 12 hrs. .	°0.04	-0.01
Wind—Direction	ESE	SE
Wind—Miles per hour	9.3	130
Temperature (Fahr.) .	79°6	84°9
Humidity	98	79
Nebulosity (0-10)	1	4

ASIA BANKING CORPORATION

An American Bank

Head Office—New York City
Head Office for Far East—Shanghai

OTHER BRANCH OFFICES
Peking-Tientsin-Hankow

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

Piece Goods And Yarn

Messrs. Ilbert and Co. write as follows in their report for week ending July 18:

Piece Goods

Business has been none too active during the week, but the undertone remains quite healthy. The weather locally has at last taken a turn for the better and, should it continue as seasonable as it is at present, there is likely to be a general resumption of buying in the near future as there is still an insatiable need of both cloth and yarn throughout the interior. There is no doubt that the free movement of cargo at least as far up the River as Hankow and over wide stretches on both banks, was seriously hampered during the rains which, according to advices received last night, have now ceased altogether. Whether much irreparable damage has been done to the crops is problematical, native reports on the subject being, as usual, more likely to be exaggerated than otherwise.

With the exception of some few sales to Szechuen and the north in dyed goods we have very little business to report. Greys and whites continue to evoke little interest except that Korean merchants are ready to pay more or less "fancy" prices for some of the best chops of pure finish white Shirtings. The tone at auction has not been very robust for anything except Fast Black Cotton Italians and Venetians.

The operatives in the Lancashire spinning mills were to have resumed work on the 14th inst. according to a Press telegram, but upon what terms is not stated. Quotations by wire from Manchester show that that market has once more advanced several shillings per piece beyond the compass of prices here.

Grey Shirtings: 8¼ lbs.—A few sales to Tientsin are reported in Nine Boys at Tls. 6.30, and Red Round Stag at Tls. 6.20. Auctions a trifle lower on the whole.

9-11 lbs.—There has been a little demand for best qualities, sales being made public in Pighead at Tls. 9.00, and Tramcar at the same price. Prices at auction were easy all round.

12 lbs. 36 inches.—Sales have come to our notice in Soldier and Red Cock at Tls. 10.75, and General at Tls. 10.50. The tone at auction was better.

White Shirtings.—Sellers have been meeting the market to the extent of between two and five mace per piece except for a few special chops for the Korean market. We hear of business in Gold Nine "Tai" at Tls. 11.45, Eagle and Peach at Tls. 11.25, Cash at Tls. 10.00, Three Horseheads at Tls. 9.75, and Blue Large Stag at Tls. 7.00.

Dyed and Fancy Cottons.—Demand has been brisk at the auctions for both Fast Black Cotton Italians and Venetians and prices for these have ruled very firm all round.

Cotton.—Prices have been governed almost entirely by weather conditions which have improved considerably during the past few days with a resulting falling off in prices as sellers a little more anxious than they were to meet the market. Quotations for old crop may be given as Tungchow Tls. 34.50, Shanghai Tls. 33.00, and Shensi No. 1 at Tls. 36.00. There are sellers of new crop at about Tls. 3.00 per picul over these figures but no buyers.

Reuter's telegram of the 10th inst. quotes the Liverpool market as follows: G. M. American at 21.00d., Egyptian Sakellaridis at 27.09d., and M. G. Bengal at 15.75d.

Local Yarn.—The abnormal prices prevailing recently have somewhat checked business and the market has consequently been inclined to sag all round, more especially for the low counts owing to forced realisation by a few holders for financial reasons.

Business has been entirely inter-native and the mills do not appear to have made any further sales.

Indian Yarn.—Rather more business has been done this week at quite steady rates, particulars being:

No. 10's.—100 Bales Apollo at Tls. 162.50, 100 Bales Connaught at Tls. 161.00, 50 Bales Jubilee at Tls. 154.50, 50 Bales Sorab at Tls. 164.50 and 100 Bales Swadeshi Kose at Tls. 171.00.

No. 12's.—100 Bales China at Tls. 166.00.

Japanese Yarn.—No business to report.

Share Market

Messrs. J. P. Bisset and Co. write as follows in their report dated July 17:

A fair amount of business has been recorded, interest being chiefly shown in Cottons and Docks. Shanghai Docks have advanced and are wanted at Tls. 143 cash, and Tls. 150 September. Rubbers generally are steady, while Anglo-Javas have improved to Tls. 9¼ cash.

Coal Market

Messrs. Wheelock and Co., write as follows in their report dated July 17:

Japan Coal: There is still no business doing with native dealers in this staple and there is consequently nothing to report.

Fushun Coal: No change.

Kaiping Coal: There is a good demand for this coal at current prices and deliveries compare favorably with those for the corresponding period of last year, and the market for the better grades exceeds the supply. Freights have strengthened during the past fortnight, and consequently the prospect for cheaper prices is somewhat remote. Deliveries under contract are well up to average and stocks low.

Amusements

ISIS THEATRE

SUNDAY MATINEE
"MASTER-SERIAL"
3rd and 4th Episodes
and
"THE BULL'S EYE"
15th and 16th Episodes
also
Special Chinese Performance
(Modern Play)

SUNDAY EVENING
"THE BULL'S EYE"
15th and 16th Episodes
and
TRIANGLE COMEDIES
also
Chinese Performance
(Modern Play)

Programme for Chinese Play is changed with each Performance.

Monday, 21st July
"MASTER SERIAL"
5th and 6th Episodes.
and
TRIANGLE COMEDIES
Also Chinese Performance
(Modern Play)

AMUSEMENTS

PAULINE FREDERICK

IS TO BE SEEN
AT THE
Olympic Theatre
ON
July 20th & 21st
AND AT THE
MATINEE TODAY

In the gripping entrancing story of a young society butterfly, who fell in love with a very serious young doctor

"HER BETTER SELF"
A FIVE-PART PARAMOUNT DRAMA
Showing Also Selected New Comedies, Making A Complete NEW PROGRAMME
The Performance Starts at 9.15 p.m.

APOLLO THEATRE
MONDAY
JULY 21st, 22nd and 23rd

PEARL WHITE the Serial Queen
IN
"THE LIGHTNING RAIDER" Pathe's best serial yet.

Episode 9: "Takely Accused." Episode 10: "The Baited Trap."

Pearl White has now made good at the Apollo and with Warner Oland gives you some thrilling stunts next week.

Pathe's British and American Gazettes
"TOTO'S TROUBLES"
Another Good Comedy by the New Pen Man

Matinee: Today, 3.30 p.m.
"The Lightning Raider"
Episode 7:—"Meshes of Evil"
Episode 8:—"The Cave of Dread"

Tonight at 9.15
Wm. Farnum
in
"The Man from Bitter Roots"

VICTORIA THEATRE

ATTRACTION
for
July 20th and 21st
FANNIE WARD
in
A thrilling drama of modern society life, entitled
"UNCONQUERED"
Five Parts.

A Paramount Picture

BOSTOCK
AND
WOMBWELL
Present
The Royal Italian
CIRCUS

The same Circus exhibited for two years in London, and appeared on two occasions before their Majesties, King George V, Queen Mary and the Royal Family, *on the lawn in front of Buckingham Palace.*

Will Exhibit in Shanghai
at
Chang Su-Ho's Garden
OPENING NIGHT
will be announced in a few days

200 Performing Animals
40 European Artistes
Not one animal
Not one act
Not one artiste
Ever seen before in Shanghai

A Veritable City of Canvas
Huge Waterproof Tents
European Band, Electric Light
Comfortable Seating

MATINEES
Sundays, Wednesdays & Saturdays
at 5.15 p.m.

Children half-price to matinees only
Prices 50 cents to $3
(big money)

Book Early at MOUTRIE'S
(Boxes and Circle only) $3, $2.50

24568

THE CAFÉ PARISIEN

The orchestra at the Café Parisien
is now under the direction of
HARRY KERREY

Dance Music with Pep!

Avenue Edouard VII Tel. Central 1915

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The China Nagivation Co.'s Steamer **Chungking**, Captain J. Meathrel, will leave on **Sunday, July 20,** at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents. Tel. No. 77.

HANKOW & PORTS.—The Str. **Kiangfoo,** Captain Johannessen, will leave on **Sunday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Wuchang,** Captain Pickard, will leave on **Monday, July 21,** at noon. For Freight apply to **BUTTERFIELD & SWIRE,** Agents. Tel. No. 77.

HANKOW & PORTS.—The Co.'s Steamer **Tuchang Maru,** Captain Y. Taniguchi, will be despatched from N.K.K. Pootung Wharf on **Monday, July 21,** at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Chartered Str. **Hwahkee,** 1,151 tons, Captain Olsen, will sail for the abovementioned ports from Hunts Wharf on **Monday, July 21,** at about midnight. For Freight or Passage, apply **JARDINE, MATHESON & Co., Ltd.,** General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Taiung** Captain C. C. Williams, will leave from the French Bund on **Monday, July 21,** at about 12 o'clock midnight. For Freight or Passage apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Str. **Kianghsin,** Captain J. R. Milligan, will leave on **Monday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Co.'s steamer **Tafoo Maru,** Captain H. Yamasita, will be despatched from N.Y.K. Pootung wharf on **Tuesday, July 22,** at about 12 .o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Loongwo,** 3,925, tons, Captain Findeison, will sail for the above-mentioned ports from Hunts Wharf on **Tuesday, July 22,** at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,** General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Steamer **Nanyang Maru,** Captain K. Takeaita, will be despatched from N.Y.K. Mail Wharf on **Wednesday, July 23,** at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Suiwo,** 2,671, tons Captain Smith, will sail for the above-mentioned ports from Hunts Wharf on **Friday, July 25,** about midnight. For Freigh tor Passage, apply to General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

For Southern Ports

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sunning,** Captain W. Benson, will leave from the French Bund direct for the above ports on **Sunday, July 20,** at 3 p.m. For Feight **July 20,** at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE,** Agents. Freight. Tel. No. 77. Passage Tel. No. 401.

HONGKONG & CANTON.—The Str. **Kwangtee,** Captain A. P. Sangster will leave on **Sunday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

FOOCHOW via WENCHOW.—The Str. **Haeap,** Captain F. H. Wallace, will leave on **Sunday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

Ningpo:—The China Navigation Co.'s Steamer **Hsin Peking,** Captain A. Stott R. N. R., will leave from the French Bund on **Monday, July 21,** at 5:30 p.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

NINGPO.—The Str. **Kiangteen,** will leave on **Tuesday** afternoon at 4 p.m. For Freight or Passage apply to **C.M.S.N. Co.**

AMOY.—The Str. **Irene,** Captain C. Sheppird, will leave on **Tuesday,** morning. For Freight or Passage, apply to **C.M.S.N. Co.**

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sinkiang,** Captain G. W. Eedy, will leave from the French Bund direct for the above ports on **Tuesday, July 22,** at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE,** Agents. Freight Tel. No. 77. Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW & KEELUNG.—The Steamer **Kohoku Maru.** Captain M. Tsukaki, will be despatched from the Co.'s Yangtszepoo Wharf on **Sunday, August 3,** at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. No. 4234 & 4235.

HONGKONG.—The Str. **Canada Maru,** Captain T. Nemoto, will be despatched from the Co.'s Yangtszepoo Wharf on **August 10,** at ——— The steam-launch conveying passengers on board will leave the Custom jetty at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel Central No. 4234 & 4235.

For Northern Ports

CHEFOO & TIENTSIN.—The Str. **Hsinming,** Captain Mackinon, will leave on **Sunday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

TSINGTAO.—The China Navigation Co.'s Steamer **Kwangse,** Captain W. McDonald, will leave on **Sunday, July 20,** at 3 p.m. For Feight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Shuntien,** Captain Northcome, will leave from the French Bund on **Monday, July 21,** at 10 a.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77. Passage Te. No. 401.

Vladivostok.—The Steamer **Tungus,** Captain Krachmaleff, will leave Shanghai on **July 21.** For Freight or Passage, apply to S. Heimann & Co., 19A Canton Road (Telephone No. Central 1604).

WEIHAIWEI & CHINWANGTAO.—The China Navigation Co.'s Str. **Chinkiang,** Captain G. D. S. Mills, will leave on **Tuesday, July 22,** at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents. Tel. No.. 77.

TIENTSIN and DAIREN.— The Steamer **Kohoku Maru, Captain** M. Tsubaki, will be despatched from the Co.'s Yangtszepoo Wharf on **July 22,** at ——— The steam-launch conveying passengers on board will leave the jetty in front of the **Nisshin Kisen Kaisha** at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel No. 4234 and 4235.

NEWCHWANG.—The China Navigation Co.'s Steamer **Ningpo,** Captain W. J. Freor, will leave on **Tuesday, July 22,** at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents. Tel.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Shengking,** Captain K. E. Tuebben, will leave from the French Bund on **Tuesday, July 22,** at 3 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Te. No. 401.

TIENTSIN DIRECT.—The K.M.A. Str. **Kwangping,** will despatch on **July 24.** For Freight or Passage, apply to Agent. No. 1, Jinkee Road. Tel. Central 1115.

ANTUNG.—The China Navigation Co.'s Steamer **Wenchow,** Captain A. V. Harrison, will leave on **Thursday, July 24,** at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents. Tel. No. 77.

ANTUNG.—The China Navigation Co.'s Steamer **Kweilin,** Captain A McDowell, will leave on **Sunday, July 27,** at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents. Tel. No. 77.

For Foreign Ports

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Arabia Maru,** Captain T. Saito, will be despatched on **Tuesday, July 22,** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-alunch conveying passengers on board will leave the Custom's Jetty at 4 p.m. on the same day. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. No. 4234 & 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Manila Maru,** Captain N. Kobayashi, will be despatched on **Thursday, July 24.** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-alunch conveying passengers on board will leave the Custom's Jetty at ——— on the same day. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel No. 4234 & 4047.

LONDON via HONGKONG, SINGAPORE, COLOMBO, PORTSAID MARSEILLES & ANTWERP.—The Steamer **Amazon Maru,** Captain A. Kobayashi, will be despatched from the Co.'s No. 9 Buoy on **August 6.** For Freight please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. Central No. 4234 & 4235.

LONDON via HONGKONG, SINGAPORE, COLOMBO, PORTSAID MARSEILLES & ANTWERP.—The Steamer **Altai Maru,** Captain T. Fuchigami, will be despatched from the Co.'s No. 9 Buoy or about **August,** For Freight please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel Central No. 4234 & 4235.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
July	20 —	San Francisco	West Sequana	Am.	P.M.S.S. Co.
July	20 —	San Francisco	Cardareta	Am.	R. D. Co.
July	22 —	Seattle, etc.	Katori Maru	Jap.	N. Y. K.
July	24 —	San Francisco	Stanley Dollar	Br.	R. D. Co.
July	24 —	Vancouver	Dessie Dollar	Br.	R. D. Co.
Aug.	2 —	San Francisco	Siberia Maru	Jap.	T.K.K.
Aug.	9 —	Vancouver	E. of Asia	Br.	C.P.O.S.
Aug.	10 —	Seattle, etc.	Suwa Maru	Jap.	N.Y.K.
Aug.	12 —	Vancouver	Melville Dollar	Br.	R. D. & Co.
Aug.	13 —	Vancouver	Monteagle	Br.	C.P.O.S.
Aug.	16 —	San Francisco	Colombia	Am.	P.M.S.S. Co
Aug.	16 —	San Francisco	Shinyo Maru	Jap.	T.K.K.
Aug.	22 —	San Francisco	Nanking	Am.	C.M.S.S. Co
Aug.	28 —	San Francisco	Tancred	Am.	R. D. Co.
Aug.	— —	San Francisco	West Conab	Am.	P.M.S.S. Co.
Sept.	9 —	San Francisco	Korea Maru	Jap.	T.K.K.
Sep.	13 —	San Francisco	Venezuela	Am.	P.M.S.S. Co.
Sept.	14 —	San Francisco	China	Am.	C.M.S.S. Co.
Sep.	— —	San Francisco	West Vaca	Am.	P.M.S.S. Co.

FOR JAPAN PORTS

July	23 —	N'saki, Kobe, Y'hama	Yamashiro Maru	Jap.	N. Y. K.
July	23 —	Moji, Kobe & Osaka	Omi Maru	Jap.	N. Y. K.
July	25 —	N'saki, Kobe, Y'hama	Chikugo Maru	Jap.	N Y K
July	25 —	Kobe	Kamo Maru	Jap.	N. Y. K.
July	26 —	Moji, Kobe & Osaka	Kumano Maru	Jap.	N. Y. K.
July	30 —	Moji, Kobe & Osaka	Takeshima Maru	Jap.	N Y K
July	31 —	Kobe & Yokohama	Andre Lebon	Fr.	M.M. Cie
Aug.	1 —	N'saki, Kobe, Y'hama	Kasuga Maru	Jap.	N. Y. K.

FOR EUROPE IND IA, STRAITS, ETC.

	— —	London	Altai Maru	Jap.	O. S. K.
July	20 —	Genoa	Glenavy	Br.	G. L. E. A.
July	20 —	London	Awa Maru	Jap.	N. Y. K.
July	21 —	London	Sado Maru	Jap.	N. Y. K.
July	21 —	London	Pembrokeshire	Br.	G. L. E. A.
July	22 —	Bombay	Dilwara	Br.	P.&O.S.N. Co.
July	24 —	London	Helenus	Br.	B. & S.
July	25 —	Liverpool	Tydeus	Br.	B. & S.
July	31 —	London	Neleus	Br.	B. & S.
July	— —	London	Kansas	Am.	J.M. & Co.
July	— —	London	Kentucky	Am.	J.M. & Co.
July	— —	London	Kitano Maru	Jap.	N.Y.K.
Aug.	4 —	London	Deucalion	Br.	B. & S.
Aug.	7 —	Liverpool	Nagoya	Br.	P.&O.S.N. Co
Aug.	17 —	London			

FOR SOUTHERN PORTS

July	20 —	Hongkong & Canton	Kwangtee	Chi.	C.M.S.N. Co.
July	20 3.00	Amoy, H'kong, C'ton	Sunning	Br.	B. & S.
July	20 —	Foochow via Wenchow	Haean	Chi.	C.M.S.N. Co.
July	21 5.30	Ningpo	Hsin Peking	Br.	B. & S.
July	21 4.30	Ningpo	Hsin Ningshao	Chi.	N.S.S. Co.
July	22 4.00	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
July	22 —	Amoy	Irene	Chi.	C.M.S.N. Co.
July	22 D.L.	Hongkong & Canton	Sinkiang	Br.	B. & S.
July	24 D.L.	Amoy, H'kong, C'ton	Suiyang	Br.	B. & S.
July	25 —	Manila & Hongkong	E. of Asia	Br.	C.P.O.S.
July	26 —	Manila & Hongkong	Colombia	Am.	P.M.S.S. Co
July	27 —	Hongkong	Shinyo Maru	Jap.	T. K. K.
July	31 —	Hongkong	Monteagle	Br.	C.P.O.S.

FOR NORTHERN PORTS

July	20 3.00	Tsingtau	Kwangse	Br.	B. & S.
July	20 —	Chefoo & Tientsin	Hsinming	Chi.	C.M.S.N. Co.
July	21 —	Vladivostok	Tungus	Rus.	S.H. & Co.
July	21 10.00*	W'wei, C'foo, T'tsin	Shuntien	Br.	B. & S.
July	22 D.L.	W'wei, Chinwangto	Chinkiang	Br.	B. & S.
July	22 D.L.	Newchwang	Ningpo	Br.	B. & S.
July	22 7.00*	Dairen and Tsingtau	Sakaki Maru	Jap.	S.M.R.
July	22 —	Tsingtau	Yekishin Maru	Jap.	S.M.R.
July	22 3.00	W'wei, C'foo, T'tsin	Shengking	Br.	B. & S.
July	24 D.L.	Tientsin/Swatow	Hanyang	Br.	B. & S.
July	24 10.00*	W'wei, C'foo, T'tsin	Fengtien	Br.	B. & S.
July	24 D.L.	Antung	Wenchow	Br.	B. & S.
July	27 D.L.	Antung	Kweilin	Br.	B. & S.

FOR RIVER PORTS

July	19 M.N.	Hankow, etc.	Ningshao	Chi.	N.S.S.N. Co.
July	20 —	Hankow, etc.	Chungking	Br.	B. & S.
July	20 M.N.	Hankow, etc.	Kiangfoo	Chi.	C.M.S.N. Co.
July	21 noon	Hankow, etc.	Wuchang	Br.	B. & S.
July	21 M.N.	Hankow, etc.	Tachang Maru	Jap.	N.K.K.
July	21 M.N.	Hankow, etc.	Tatung	Br.	B. & S
July	21 M.N.	Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co
July	21 M.N.	Hankow, etc.	Hwahlee	Chi.	J.M. & Co.
July	21 M.N.	Hankow, etc.	Loongwo	Br.	J. M & Co.
July	22 M.N.	Hankow, etc.	Tafoo Maru	Jap.	N.K.K.
July	22 M.N.	Hankow, etc.	Woosung	Br.	B. & S.
July	23 M.N.	Hankow, etc.	Nanyang Maru	Jap.	N.K.K.
July	23 M.N.	Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co.
July	23 M.N.	Hankow, etc.	Suiwo	Br.	J.M. & Co.
July	25 M.N.	Hankow, etc.			

*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

C. N. C.
CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Woosang, Luenyi, Nganking, Poyang, Tatung, Wuchang and Chungking.—Sailing from the French Bund at midnight (except Chungking which sails from Pootung at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.

The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. Suiyang, Sunning, Sinkiang, Yingchow, Singan and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO—S.S. Hsin Peking.—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE

Freight: Telephone Central 77. Agents, 21-23 French Bund.
Passage: Telephone Central 401.

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AMERICAN REGISTRY
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For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. Ecuador	July 19	S.S. Colombia	July 26
*S.S. West Sequana	July 20	*S.S. West Vaca	Aug. —
*S.S. West Conab	Aug. —	S.S. Venezuela	Aug. 23
S.S. Colombia	Aug. 16	*S.S. West Sequana	Sept. —
*S.S. West Vaca	Sept. —	S.S. Ecuador	Sept. 20
S.S. Venezuela	Sept. 13		

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S.S. Colusa	S.S. Santa Cruz

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VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ship's Name	Flag	Agents
May	12 —	San Francisco	Korsnaes	Am.	
May	23 —	San Francisco	Wergeland	Am.	S. & Dix.
June	9 —		Nancy Moller	Br.	M. & Co.
June	17 —	Cruise	Pacific	Dan.	G. N. T. Co.
June	21 —	Japan	Taito Maru	Jap.	
			Ralph Moller	Br.	M. & Co.
June	29 —	River ports	Chingchang	Chi.	
June	30 —	Tsingtau	Sensan Maru	Jap.	S. Shokai
July	3 —	.....	Hwahhsin ..	Chi.	
July	9 —	Hankow	Meian	Am.	Socony.
July	10 —	River ports	Loongwo	Br.	J. M. & Co.
July	11 —	Hongkong	Hwahkuei	Chi	B. & S.
July	12 —	Seattle	Javary	Am.	B.A.T. Co.
July	12 —	Hongkong	Kwanglee	Chi.	C.M.S.N. Co.
July	13 —	Hongkong	Kwongsang	Br.	J. M. & Co.
July	14 —	Hongkong	Sunning	Br.	B. & S.
July	14 —	River Ports	Chungking	Br.	B. & S.
July	14 —	Cruise	Chuentiao	Chi.	Customs
July	14 —	Cruise	Liuhsing	Chi.	Customs
July	15 —	Japan	Meichu Maru	Jap.	
July	15 —	London	Glenavy	Br.	G. L. E. A.
July	15 —		Yusang	Br.	J.M. & Co.
July	15 —	Liverpool	Euryades	Br.	B. & S.
July	15 —	Japan	Liverpool M.	Jap.	N.Y.K.
July	15 —		Chinkiang	Br.	B. & S.
July	16		Taishin Maru	Jap.	
July	16 —	Swatow	Wosang	Br.	J.M. & Co.
July	16 —	Japan	Kifune Maru	Jap.	N Y K.
July	16 —	Tientsin	Irene	Chi.	C.M.S.N. Co.
July	16 —	Hongkong	Kwangtah	Chi.	C.M.S.N. Co.
July	16—	Bombay	Dilwara	Br.	P.&O.S.N. Co.
July	17 —	Wenchow	Kwangchi	Chi.	C.M.S.N. Co.
July	17 —	Japan	Tomashima Maru	Jap.	
July	17		Kaho	Chi.	S.P.S.N. Co.
July	17 —	Tientsin	Tydeus	Br.	B. & S.
July	17 —	Japan	Tojun Maru	Jap.	
July	17 —	Manila	Bessie Dollar	Br.	R. D. & Co.
July	17 —	Japap	Sakuraji. Maru	Jap.	
July	17 —	Tienstin, Ports	Kingsing	Br.	J. M. & Co.
July	18 —	Japan	Shinpo Maru	Jap.	M.S.K.
July	18 —	Japan	Dainikaio M.	Jap.	M.S.K.
July	18 —	Hongkong	Kwangse	Br.	B. & S.
July	18 —	Swatow	Esang	Br.	J. M. & Co.
July	18 —	River Ports	Ningshao	Chi.	N.S.S.N. Co.
July	18 —	River Ports	Wuchang	Br.	B. & S.
July	18 —	River Ports	Kiangfoo	Chi.	C.M.S.N. Co.
July	18 —	River Ports	Siangyang Maru	Jap.	N.K.K.
July	18 —	Japan	Tenju Maru	Jap.	
July	18 —	Japan	Nikkei Maru	Jap.	
July	18 —	Vladivostok	Tungda	Rus.	S.H. & Co.
July	19		Oliva		
July	19 —	Chinwangtao	Aishima Maru	Jap.	M.S.K.
July	19 —	Japan	Kinzan Maru	Jap.	
July	19 —	Hongkong	Arabia Maru	Jap.	O. S. K.
July	19 —	Hongkong	Wingsang	Br.	J. M. & Co.
July	19 —	River ports	Tatung	Br.	B. & S.
July	19 —	River ports	Hwahlee	Chi.	J.M. & Co.
July	19 —	River ports	Kianghsin	Chi.	C.M.S.N. Co.
July	19 —	River ports	Tafoo Maru	Jap.	N.K.K.
July	19 —	River ports	Tachang Maru	Jap.	N. K. K.
July	19 —	Hankow	Tseangtah	Br.	C.I.&E.L. Co.

O. S. K.
OSAKA SHO EN KAISHA
(Osaka Mercantile Steamship Co.
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

FOR LONDON (Via Hongkong, Singapore, Colombo, Portsaid, Marseilles and Antwerp).

	Tons	Capt.	Arrive	Leave
*AMAZON MARU	18,000	A. Kobayashi,	Aug. 2	Aug. 6
*ALTAI MARU	18,000	D. Fuchigami,	August	

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago Milwaukee and St. Paul Ry.

	Tons	Capt.	Arrive	Leave.
*ARABIA MARU	18,000	T. Saito,	July 19	July 22

FOR HONGKONG

	Tons	Capt.	Arrive	Leave.
CANADA MARU	12,000	T. Nemoto,	Aug. 18	Aug. 19

FOR NORTH CHINA PORTS (Tsingtau, Tientsin and Dairen).

	Tons	Capt.	Arrive	Leave.
KOHOKU MARU	5,000	M. Tsubaki,	July 21	July 22

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

	Tons	Capt.	Arrive	Leave.
KOHOKU MARU	5,000	M. Tsubaki,	Aug. 1	Aug. 3

*Fully booked for passage.

The Company also runs numerous steamers from Japan to South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

O.S.K. Yangtszepoo Wharf, Wayside Tel. Nos. East 208 and 209
Tel. Address: SHOSEN, Shanghai,

OSAKA SHOSEN KAISHA
Union Building, 4 The Bund
Tel. Nos. Central 4234 and 4235.

T. K. K.
SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)

Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE.
PROPOSED SAILINGS FROM SHANGHAI.
FOR SAN FRANCISCO

SIBERIA MARU	Aug. 2, 1919
SHINYO MARU	Aug. 16, 1919
KOREA MARU	Sept. 13, 1919
TENYO MARU	Oct. 6, 1919

FOR HONGKONG

SHINYO MARU	July 27, 1919
TENYO MARU	Sept. 22, 1919

All steamers of this Company are thoroughly modern and up-to date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra. Moving Picture Performance Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY, and CANADIAN PACIFIC OCEAN SERVICES, LD.

Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the purser.

T. N. ALEXANDER, Manager,
North China Insurance Co.'s Buildings,
Entrance 71 Szechuen Road.
Telephone No. 3229.

CHINA MAIL S.S. CO., LTD.
THE AMERICAN STEAMERS
"NANKING" (15,000 TONS) AND "CHINA" (18,200 TONS)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

*S.S. "NANKING" ..... AUGUST 22nd
S.S. "CHINA" ..... SEP. 14th

*S.S. "NANKING" does not call at NAGASAKI nor HONOLULU.

FOR HONGKONG DIRECT

S.S. "NANKING" ..... AUGUST 7th
S.S. "CHINA" ..... AUGUST 31ts

For further information regarding passenger fares, sailings, freight rates, etc., apply to

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Acting Agent.
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773

JAMES MAGILL & Co.
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N. Y. K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE
For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, and England:

	Tons		
KITANO MARU	16,000	Capt. K. Yoshikawa,	Aug. 4
INABA MARU	12,500	Capt. K. Tanaka,	Aug. 18

AMERICAN LINE
Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

KATORI MARU	19,000	Capt. E. Tozawa,	July 23
SAWA MARU	22,000	Capt. R. Shimidzu,	Aug. 10

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

YAMASHIRO MARU	7,000	Capt. J. Nakajima,	July 23
CHIKUGO MARU	5,500	Capt. Y. Yoshida,	July 25
KASUGA MARU	7,000	Capt. T. Sekine,	Aug. 1

MOJI, KOBE AND OSAKA LINE

OMI MARU	7,000	Capt. S. Murazumi,	July 23
KUMANO MARU	9,500	Capt. S. Saito,	July 26
TAKESHIMA MARU	4,500	Capt. R. Arakida,	July 30
YAWATA MARU	7000	Capt. H. Nojiri,	Aug. 2

FOR JAPAN

KAMO MARU	16,000	Capt. M. Nakamura,	July 25

FOR HONGKONG

KASHIMA MARU	19,000	Capt. M. Naduda,	Aug. 8

FOR MANILA AND HONGKONG

FUSHIMI MARU	21,000	Capt. T. Irisawa,	Aug. 31

AUSTRALIAN LINE
Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

NIKKO MARU	10,000	Capt. G. Yamazaki,	July 23
AKI MARU	12,500	Capt. F. C. Cope,	August 20
TANGO MARU	14,000	Capt. M. Nishimura,	Sept. 24

CALCUTTA LINE
Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE
Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.
Tel. Address: Yusen, Shanghai.

CHINESE GOVERNEMENT RAILWAYS
TIENTSIN-PUKOW LINE
TIME TABLE

(Published by order of the Administration)
March 15th, 1919, and until further notice

Mail 101.	Mail 3.		Miles	Peking-Mukden Line			Mail 4.	
20.55	8 35		0	dep.	Peking	arr.	19 50	
23.45	11.12		. .	arr.	Tientsin-Central	dep.	17.00	
23.59	11.17		84	dep	Tientsin-Central	arr.	16.53	
24.00	11.20		. .	arr.	Tientsin-East	dep.	16.45	
19 35	. .		524		Mukden	dep.	. .	

Local 5.	Mail 3.	Exp. 1.		Tientsin-Pukow Line			Exp. 2.	Mail 4.	Local 6.
6.45	9.45	11.30	0	dep.	Tientsin-East	arr.	17.05	15.45	20.15
6.55	9.55	11 40	2.71	arr.	Tientsin-Central	dep.	16 55	15.35	20.06
7.25	10 15	11 55		dep.	Tientsin-Central	arr.	16 31	15 20	19.46
13.02	16.00	15.30	78	dep.	Tsangchow	dep.	13 05	11.28	15.28
16 40	19 20	18.08	148	dep.	Tschow	dep.	10.33	8.47	11.56
19 57	22.12	20.21	—	arr.	Tsinanfu	dep.	8.06	6.00	8.30
7.	2		220		3				8.
6.00	22.25	20.31	—	dep.	Tsinanfu	arr.	7.56	5.40	19.02
9.27	1.00	22.31	266	dep.	Tsinanfu	dep.	6.01	3.25	16.24
12.27	3.47	0 38		arr.	Yanchowfu	dep.	3 49	0 40	13.00
12.47	4.02	0.48	318	dep.	Yanchowfu	arr.	3.39	0.02	12 48
16.30	6.55	3.16	377	dep.	Linchang	dep.	1.20	21.24	9.26
19 02	8.45	4.50	—	arr.	Taochowfu	dep.	23.38	19.20	6.30
9.	2		420		3				10.
5.40	9.00	4 57	—	dep.	Taochowfu	arr.	23.29	19.00	20.50
11.26	13.02	8.33		arr.	Pengpu	dep.	19.53	14.55	15.20
11.51	13 20	8 40	523	dep.	Pengpu	arr.	19.46	14.35	14.09
18.27	17.34	11.52	600	dep.	Suchow	dep.	16.48	10.50	8.27
20.08	18.55	13.00	631	arr.	Pukow	dep.	15.30	9.20	6.40

N. Exp.	Exp.		Shanghai-Nanking Line			Exp.	N. Exp.
23.00	14.20	0	dep.	Nanking-Ferry	arr.	14.15	6.50
7.00	21.00	193	arr.	Shanghai-Nanh	dep	7.55	23.03

Yanchowfu-Tsiningchow Branch Line					Linchang-Taochowfu Branch Line						
13.10	4.10	d. Yanchowfu a.	12.08	23.53	21.30	16.40	9.30	d. Linchang a.	6.28	15 50	21.00
14.03	5.05	a. Tsiningchow d.	11.15	23.00	22.40	17.50	10.40	a. Taochowfu d.	5.15	14.40	19.50

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order
THE TRAFFIC MANAGER.

Tientsin, March, 1919.

Large Display Advertisements
intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

BENJAMIN AND POTTS SHARE LIST
Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. and S. B. ..	$635 B.
Chartered	£80 CNI
Russo-Asiatic	Tls. 250
Marine Insurances	
Canton	$435
North China	$220
Union of Canton ...	Hk. $200 B.
Yangtsze	Tls. 255 B.
Far Eastern Ins. Co., Ltd.	$24 B.
Fire Insurances	
China Fire	$138½ Sa.
Hongkong Fire	$230 B.
Shipping	
Indo-China Def	$158
Indo-China Pref...	
"Shell"	220/—C.R. B.
Shanghai Tug (o) ..	Tls. 37 B.
Shanghai Tug (f) ...	Tls. 37½ B.
Mining	
Kaiping	Tls. 13 B.
Oriental Cons	21/-
Raub	$2 B.
Docks	
Hongkong Dock	$158½ B.
Shanghai Dock	Tls. 143 B.
New Eng. Works ...	Tls. 29
Wharves	
Shanghai Wharf ...	Tls. 96½ B.
Hongkong Wharf ...	Tls. 93½ B.
Lands and Hotels	
Anglo-French Land ..	Tls. 76
China Land	Tls. 50
Shanghai Land	Tls. 89 B.
Weihaiwei Land	Tls. 3
Shanghai Hotels Ltd.	Tls. 18
China Realty (ord.).	Tls. 60
China Realty (pref.)	Tls. 50
Cotton Mills	
E-wo	Tls. 305
E-wo Pref.	Tls. 86 B.
Laou-kung-mow	Tls. 205
Oriental	Tls. 107½
Shanghai Cotton	Tls. 214
Kungyik	Tls. 35½
Yangtszepoo	Tls. 15.35
Yangtszepoo Pref. ...	Tls. 83
Industrials	
Butler Tiles	Tls. 25
China Sugar	$175 B.
Green Island	$8 B.
Langkats	Tls. 19½ CN1
Major Bros	Tls. 5 [B.
Shanghai Sumatra ...	Tls. 105 B.
Stores	
Hall and Holtz	$12½ B.
Llewellyn	$30
Lane, Crawford	Tls. 88
Moutrie	$32
Watson	95.85 B.
Weeks	$11½
Rubbers (Local)	
Alma	Tls. 8
Amherst	Tls. 0.50
Anglo-Java	Tls. 8½ B.
Anglo-Dutch	Tls. 3.15 B.
Ayer Tawah	Tls. 22 B.
Batu Anam 1918 ...	Tls. 0.75 B.
Bukit Toh Alang	Tls. 2
Bute	Tls. 0.65 B.
Chemor United	Tls. 0.85 B.
Chempedak	Tls. 6½ B.
Cheng	Tls. 1.90
Consolidated	Tls. 2.60
Dominion	Tls. 6½ B.
Gula Kalumpong	Tls. 5½ B.
Java Consolidated ..	Tls. 15
Kamunting	Tls. 4½ S.
Kapia	Tls. 0.30 B.
Kapayang	Tls. 11 B.
Karan	Tls. 8.10
Kota Bahroe	Tls. 4 B.
Kroewoek Java	Tls. 10½
Padang	Tls. 9 B.
Pengkalan Durian ..	Tls. 4 B.
Permata	Tls. 2½
Repah	Tls. 0.80 B.
Samagaga	Tls. 0.70 B.
Seekee	Tls. 1
Semambu	Tls. 0.85 B.
Senawang	Tls. 8
Shanghai Klebang ..	Tls. 0.50 B.
Shanghai Malay	Tls. 6
S'hai Malay pref.	Tls. 8 B.
Shanghai Pahang	Tls. 0.75 B.
Sungala	Tls. 1
Sungei Duri	Tls. 8½
Sua Manggis	Tls. 8 B.
S'hai Kalantan	Tls. 0.40 B.
Shanghai Seremban ..	Tls. 0.85
Taiping	Tls. 1 B.
Tanah Merah	Tls. 0.70 B.
Tebong	Tls. 14 B.
Ulobri	Tls. 2½
Ziangbe	Tls. 4 B.
Miscellaneous	
C. I and E. Lumber..	Tls. 350 S.
Culty Dairy	Tls. 13
S'hai Elec. and Asb...	$2
Shanghai Trams	Tls. 78½
Shanghai Gas	Tls. 21½
Horse Bazaar	Tls. 23
Shanghai Mercury ...	Tls. 25
Shanghai Telephone.	Tls. 75
S'hai Waterworks ...	Tls. 155 B.

S. Sellers. Sa. Sales. B. Buyers.

Benjamin & Potts, 8 Jinkee Road
Telephone No. Central 398

Mail Notices

MAILS CLOSE
For U.S. Canada and Europe:
Per N.Y.K. s.s. Katori M. July 22
For Europe
Per P. & O. s.s. D'lwara ..July 22
For United Kingdom
*Per B. and S. s.s. Tydeus July 24
For Vladivostok
Per R.V.F. s.s. Simbirsk July 25
For Japan:
Per N.Y.K. s.s. Y'shiro M. July 22

MAILS DUE
From U.S. and Canada
Per R.M.S. E. of Asia ..July 26
Per P.M. s.s. Colombia ....July 25
*Parcels only will go by the s.s. Tydeus.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, JULY 20, 1919

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg.
Today.							
River Ports	Train & Str.	22.00	..	..	..	..	22.00
H'kong, S. Ports, A'tralia, Straits, Ceylon, India and Europe	Sado M.	15.30	..	..	..	..	15.00
Amoy, Hongkong & Canton..	Sunning	14.00	..	..	..	..	13.30
Tomorrow.							
Hongkong and Canton	Si						22.00
Hongkong							..
Vladivostok and Siberia	Vi						22.00
River Ports	Tr						17.00
Weihaiwei, Chefoo & Tientsin	Sh						..
Weihaiwei and Chefoo.....							8.30
Weihaiwei	Ch						22.00
Chefoo	Ir						22.00
V'stock and Siberia via Pukow and Harbin (Daily expect Sunday)	Tr						00
Ningpo	Hs						..
Tientsin	Tr						..
Hankow	Tr						..
Vladivostok..	Tr						..
Tuesday, July 22.							
H'kong, S. Ports, Straits, Ceylon, India and Europe, via Suez	Di						3.30
Japan & America	On						9.00
Japan & America	Ya						9.00
Weihaiwei, Chefoo & Tientsin	Sh						..
Weihaiwei and Chefoo.....							13.30
N'saki, Kobe, Y'hama, Canada, USA & Europe, via Canada	Ka						15.00
Japan Ports	On						..
Japan Ports	Ya						..
Vladivostok and Siberia	Vi						7.00
River Ports	Tr						22.00
H'kong, S. Ports, A'tralia, Straits, Ceylon, India and Europe	Di						13.30
Wednesday, July 23.							
Amoy and Hongkong		..	17.00	..	..	..	..
Thursday, July 24.							
United Kingdom, via Suez ...	†Tydeus	..	14.00	..	..	..	..
Friday, July 25.							
Nagasaki and Vladivostok ..	Simbirsk	..	14.00	..	..	..	13.30

† Parcels only.
B Letters and boxes with declared value 7.30; parcel post 5 p.m.
and money orders 4 p.m.
E Registered articles 5 p.m. on previous day.

The Chinese Post office will close two mails daily for Tsingtao, Tientsin, Peking, etc.
a.—at 21 for S. N. R. 23 o'clock train
b.—at 7 for S. N. R. 7:55 o'clock train
Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous nigha's train.

Shipping Items

The C.N. s.s. Fengtien left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The C.N. s.s. Suiyang left Hongkong for Shanghai on Thursday.

The C.N. s.s. Luenyi left Hankow for Shanghai on Thursday.

The H.O. s.s. Tehhsing left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Tafoo Maru left Hankow for Shanghai on Thursday.

The C.M. s.s. Hwahta left Hankow for Shanghai on Friday.

The C.N. s.s. Woosung left Hankow for Shanghai on Friday.

The N.K.K. s.s. Nanyang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Hsinfung left Tientsin for Chefoo and Shanghai on Thursday.

The C.M. s.s. Kiangyu left Hankow for Shanghai yesterday.

The N.K.K. s.s. Talee Maru left Hankow for Shanghai yesterday.

The I.-C. s.s. Luenho will leave Hankow for Shanghai today.

The P.M. s.s. West Sequana is due in Shanghai from Hongkong this morning.

The C.N. s.s. Chenan will leave Hongkong for Shanghai today.

The C.N. s.s. Poyang will leave Hankow for Shanghai tomorrow.

The I.-C. s.s. Suiwo will leave Hankow for Shanghai tomorrow.

The N.K.K s.s. Suiyang Maru will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Tean will leave Hongkong for Shanghai on Tuesday.

The C.M. s.s. Kiangyung will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Fengyang Maru will leave Hankow for Shanghai on Tuesday.

The S.M.R. s.s. Sakaki Maru is due in Shanghai from Dairen tomorrow morning and will sail for the same port via Tsingtau on Tuesday at 7 a.m. The tender with passengers will leave the Customs Jetty at nine o'clock tomorrow night.

The O.S.K. s.s. Arabia Maru arrived in Shanghai from Hongkong yesterday and will sail for Tacoma and ports on Tuesday evening. The tender with passengers will leave the Customs Jetty at four o'clock the same afternoon.

The N.Y.K. s.s. Omi Maru left Moji for Shanghai on Friday and is due at the N.Y.K. Wharf about four o'clock this afternoon.

The N.Y.K. s.s. Yamashiro Maru left Nagasaki for Shanghai on Friday and is due at Wayside Wharf about eight o'clock this morning.

The M.M. s.s. Andre Lebon, with the French mails of June 23, left Saigon for Haiphong, Hongkong and Shanghai at eight o'clock yesterday morning and is expected to arrive here on July 30.

The British gun-boat Teal left port yesterday.

The U.S. gun-boats Quiros and Villalobos left Shanghai yesterday.

The P.M. s.s. Ecuador left Shanghai for Yokohama, Honolulu and San Francisco yesterday evening.

Launch Services

TOMORROW

The tender conveying passengers and mails on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 9 p.m.

Thursday, July 22, 1919

The tender conveying passengers and mails on board the O.S.K. s.s. Arabia Maru will leave the Customs Jetty at 4 p.m.

Friday, July 25, 1919.

The tender conveying passengers and mails on board the R.V.F. s.s. Simbirsk will leave the Customs Jetty at 3 p.m.

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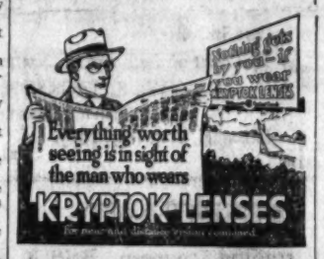

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[redacted]

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(FOUNDED 1894)

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Commercial Bank of China

NOTICE

Mr. Fu Siao-en has been appointed Managing Director of this Bank. During the absence of Mr. H. C. Marshall, Chief Manager, on leave, Mr. Fu Siao-en will take charge of the Bank's affairs.

By order of the
Board of Directors,
SHEN TUN-HO,
Chairman.
24558

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NOTICE

Star Ricksha Company, Hankow

NOTICE is hereby given that the partnership lately subsisting between us, the undersigned ALBERT COHEN and ANDRE SOTIRI MAVROKEPHALOS at Hankow under the above firm was on the 1st day of July 1919, dissolved by mutual consent, so far as regards the said Albert Cohen, who, on that day, retired from the business; and that all debts due and owing to or by the late firm will be received and paid by the said A. S. Mavrokephalos.

Dated the eighteenth day of July 1919.
A. COHEN.
A. S. MAVROKEPHALOS.
24817

NOTICE

Star Ricksha Company, Hankow

I have admitted Mr. Costi Sotiri Mavrokephalos as a partner in my above named firm as from the 1st of July 1919.

Dated the eighteenth day of July 1919.
A.S. MAVROKEPHALOS.
24517

NOTICE

I beg to notify the public that I have resigned my position as Manager of A. F. Thane and Co., and have opened offices under the firm name of M. W. Bidwell and Co., at 26 Canton Road, Shanghai, with branch offices at Club Road, Tientsin.

M. W. BIDWELL.
Shanghai, July 16th, 1919.
24520

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NOTICE TO SHAREHOLDERS

NOTICE is hereby given that the Board of Directors have made a call of $40 per share in order to make the shares of the Association fully paid up. The Board have also declared a Bonus to Shareholders of $40 per share which will be applied by them in payment of the above-mentioned call.

A circular has been posted to all Shareholders giving them full information of such call and bonus.

The Transfer Books of the Association will be closed from the 25th to the 31st July, 1919, both days inclusive.

By Order of the Board of Directors,
W. S. JACKSON,
General Manager.
Shanghai, 11th July, 1919.
24442

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Exchange and Mart

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FOR SALE, one new Clevel light weight Motorcycle. Ov going home. Apply to Mr. F. Schlobohm, service manager Cer Garage, Shanghai. 2457

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SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen, single blades; 70 cents, double. Y.M.C.A Barber Shop, 120 Szechuen Road. 24337

Amusement Advertising will be found on Page 23

Exchange and Mart

[redacted]

horse-power, excellent condition. Apply to Box 80, THE CHINA PRESS. 24550 J.25

STUDEBAKER touring car for sale, electric starter and lights, in good condition. Bargain, Taels 950. For trials, etc., apply to Box 77, THE CHINA PRESS. 24549 J.20

FOR SALE, the complete furniture of a small boarding house, situated on North Szechuen Road. For particulars, apply to Box 67, THE CHINA PRESS. 24534 J. 20

Business and Official Notices are Continued on Page 21

EDUCATIONAL

FRENCH taught to children or adults by well-recommended young lady. Apply to Box 65, THE CHINA PRESS. 24530 J. 22

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WANTED immediately a competent lady stenographer. Apply to Box 82, THE CHINA PRESS. 24553 J.20

WANTED by an American firm, an experienced stenographer. Apply to Box 72, THE CHINA PRESS. 24545 J.22

WANTED, by an American firm, immediately, an experienced stenographer. Reply, stating salary expected and when can begin work. Apply to Box 66, THE CHINA PRESS. 24531 J. 24

WANTED, clerks experienced in accounting and bookkeeping. Permanent and good opportunities for right parties. None with less than three years' experience need apply. Give full particulars and salary expected. Address to Box 60, THE CHINA PRESS. 24515 J. 22

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TYPING: Competent junior stenotypist (Chinese) desires position. Good references. No objection to outport. Apply to Box 91, THE CHINA PRESS. 24575 J.22

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WANTED, by gentleman, nicely furnished room with board in Western district. Apply to Box 86, THE CHINA PRESS. 24561 J.20

WANTED, one or two rooms without board, Western district. American or neutral family. Apply to Box 63, THE CHINA PRESS. 24537 J. 20

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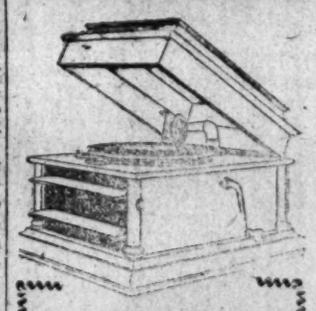
OFFICES to let, Canton Road, two rooms, second floor. Szechuen Road, two rooms, second floor. Apply to J. T. Hammond, 51 Szechuen Road. 24495

MISCELLANEOUS

GENTLEMAN has first-class berth for San Francisco. Sailing 20th August. Wishes to exchange for one sailing to Vancouver B.C. Apply to Box 73, THE CHINA PRESS. 24546 J.20



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Maeterlinck's "Eternal Triangle" Broken

His Strange Family Circle Upset by the Divorce of His Wife, Georgette Le Blanc, the Great Belgian Dramatist Suddenly Marries Mlle. Dahon, the Young Actress Who Had So Long Shared His Home and Love

PHOTO REUTLINGER-PARIS.

Mme. Georgette Le Blanc Who Has Played Such an Important Part in the Life of Maeterlinck.

Georgette with Andre Caplet, the Conductor, at the Piano.

MAURICE MAETERLINCK, the distinguished Belgian dramatist, novelist, poet, mystic, has married again. This much the brief cablegrams announced recently. His wife, the well-known actress, Georgette Leblanc, and but a few days before secured a divorce.

Maeterlinck had established in his household the "eternal triangle" which novelists and playwrights are eternally dealing with. The three corners of the poet's own domestic triangle were himself, his wife, Georgette—and pretty little Mlle. Renee Dahon. It is Mlle. Renee who is now the second Mme. Maeterlinck.

The story of the famous Belgian's second, and, it is averred, greater love, began eight years ago. He was then turning into his fiftieth year. His wife, comrade and friend, the vivid Georgette Leblanc, still beautiful, still fascinating in her advanced maturity, was of his own age.

Maeterlinck was then living in his reconstructed abbey at Caudebec on the Seine. His wife was rehearsing for a production of his play, "The Bluebird," in Paris. He could safely leave the production to her. Was she not a woman with all the wisdom of the stage in her brain, as all the compassing, tender love for him in her heart? Besides, did he not hate the bustle and confusion of the theatre? Why should he attend rehearsals of his plays when he did not trouble even to attend performances of them? The work of brain creation was going forward.

One day a messenger came to him with a letter from his wife. "You must come to rehearsals. We need you." He sent back a reply, brief and oral; "Say I can't." "The life of your beautiful play may depend upon your presence." He went, though with slow stepped reluctance.

His wife met him at the stage door and led him to the darkness of the auditorium. "Watch the rehearsal, darling, and when it is quite over tell me what you think."

Midway in the rehearsal she rustled to a seat beside him.

"What do you think of the cast?" she asked.

"Good," he replied in his abstracted fashion. "Very good, with but one exception. You must get another Tyltyl."

"Dearest," Mme. Maeterlinck turned an amazed face toward him. "Why?"

"The person you have selected is too young, too inexperienced. She is impossible."

"But, dear, I assure you she has talent. I sought a long time for the right person for Tyltyl. Her childish awkwardness, her shyness are necessary to convey the boyish illusion."

"I don't like her. You will never be able to train her into any semblance of Tyltyl."

"I give you my word, dear husband, I will. Leave her to me.

"I will, indeed." He lifted his hat. He bowed low. "If you insist upon retaining her in the part I shall go home. Adieu." Maeterlinck walked out of the theatre.

When Mme. Maeterlinck reached her hotel he was gone. A note told her he had returned to the country. His work called him, he said. He could no longer bear to look upon her "abominable little novice."

Days passed, and finally Mme. Maeterlinck, with a multitude of feminine endearments, induced her lord to leave the Abbaye de St. Wandrille to go with her to Paris to see his play, that was beginning its famous run of four hundred performances. They sat, hand in hand, as lovers, watching the search for happiness.

"How do you like it?" she asked.

"Much. Oh, very much."

"And Tyltyl?"

"Very good! Excellent! Where did you get her?"

"She is the same whom at the rehearsal you disliked."

"No."

"Yes, I assure you."

"I am amazed."

"Will you come back to meet her? She knows you did not like her rehearsals. A few words from you will make her very happy."

Back stage at Relane's Theatre they went, and Fate walked beside them. So silently she walked that none knew. None guessed her presence. Yet seldom has there been a more fateful meeting.

"Your performance was delightful." Maeterlinck looked with admiration at the straight, slight figure, the dark eyes, the golden hair spilling in soft masses from Tyltyl's cap. "I thank you for interpreting so well the creation of my brain."

Mischievously the girl looked at him. "I am glad you like me—now," she answered.

The world-renowned author bent over the hand of the little unknown Parisienne.

"I will be glad if you will honor Mme. Maeterlinck and me by staying at the Abbaye de Saint Wandrille," he stammered.

Said the dramatist to his wife: "So much do I regret my judgment of her that I wish to atone."

M. and Mme. Dahon consented that their daughter should be the guest of their dear friend, Mme. Maeterlinck, at Caudebec on the Seine. They did not dream that she would never return. So greatly did the girl fancy the ancient abbey, so happy did the society of the famous recluse and his ably executive wife make her, that she stayed. She became a part of the Maeterlinck menage. Such for eight years she remained.

To the chateau in which the poet wrote his "Pelleas and Melisande," and which was its setting, few came. It was known that in his writing moods the great Belgian was inaccessible. It was known, too, that he disliked the crowd. His immurement in the reconstructed ruins with its castle-like walls and its century-old trees was accepted as "Maeterlinck's way." Mme. Maeterlinck's immurement with him was taken as a matter of course.

"It is the way of a woman who loves her husband," said Paris.

But now passersby and the few persons admitted to the chateau grew accustomed to three figures in the monastic home instead of the two who had been. Between Maeterlinck and his wife, in their twilight strolls in the dusk of the grounds, walked a slender, golden-crowned figure.

"I did not know that the poet had a daughter," said one.

"Or may it not be Georgette Leblanc's child?" answered another.

Mme. Maeterlinck laughed. "The only baby I have is my husband. Every wife who loves her husband knows he is her greatest baby."

And so the three lived on at the chateau. Occasionally they were seen together in Paris. Mlle. Dahon emerged from seclusion to play roles in the Belgian Shakespeare's play. She was the Selycette in his "Aglaivaine and Selycette." When there was a young girl, or a boy to be played, Mlle. Dahon played it.

And Mme. Maeterlinck, a woman of the world if ever there was one, knew what was happening. But she knew, too, that she might just as easily hold back the tides of the sea with one of her slim white hands as hold back the love of her husband for this golden-haired girl if it had really begun to flow toward her. All she could do was watch and wait. Despite her love for her poet and philosopher, Mme. Maeterlinck never quite submerged Georgette Leblanc. She wrote essays under her own name. She was an able executive, managing his affairs. She bargained with his publishers and produced his plays. Often it was necessary for her to be absent from home for months. She made tours, appearing in Maeterlinckian plays and operas. Seven years ago she came to this country. In Boston she sang Pelleas in her genius husband's "Pelleas and Melisande."

But her lord remained buried in the seclusion of the ancient Abbey of Caudebec. And always thither when not playing went Renee Dahon.

On our visit to this country Mme. Maeterlinck told the story of her wooing of her husband. The sentence is not misprinted. The writer means what has been said. "The wooing of her husband."

"In matters concerning the heart women are always the aggressors and men the captors. How few men realize it. How few women acknowledge it. Yet it is unshakably true. Love is a pursuit in which the successful hunter makes the game seem to pursue the hunter.

"To prove this let me tell my own story. I was singing at the Opera Comique. I had made a successful debut and signed a three-year contract. A gift came to my apartment. It was a translation of Emerson's Essays. There was a preface by Maurice Maeterlinck. I read and reread the preface. I was enraptured. I read again and again. I lay awake all night.

"I thought of the book and the mind behind the book. I said to myself, 'He is mine. He is my husband. He is my love. I shall meet him. I shall love him. He shall love me.'

"I tossed away my contract. I went to Brussels. I asked to meet persons who knew Maeterlinck. I did. A man told me he was savage; that he disliked people and detested people of the stage. 'He is old,' said the man. 'He has a long, gray beard. He has passed into a great age.' But I insisted. I said, 'Then I will be as a daughter to him.'

"A party was given. I was invited. As I entered my hostess said, 'That is Maeterlinck.' I looked. He was young, strong, beautiful. I was enchanted. I ran to him.

"I was introduced to the greatest Belgian. I took his hand. I looked into his eyes. My own were burning. My cheeks were aflame. 'My man! You are my man!' I said. He was frightened at my audacity. Dear, shy, diffident genius! He was alarmed.

"I said, 'You doubt me? Leave me and I shall make you believe in me.' I went back to Paris. But I wrote him every day. I told him every thought of mine. He came to Paris. He tried to see me. I would not see him. 'My letters tell you everything,' I said.

"After I had been writing him every day for three months I allowed him to see me. We loved. We love each other for all time. I love with an infinity of love unknown to any other woman."

For eight years this woman watched the love of the man she adored pass slowly from her. What were her thoughts, skilled and subtle worldling that she was—this woman with the memory of many loves, who had married at the age at which most women are preparing their daughters' trousseaus? She knew that loves are different in degree. Some are as swallows that remain for a Summer. Some are as fireflies that now and then brighten the darkness. Some are for time, some for eternity. She recalled her passion for the English youth, Edwin Marsh, who had laid his career upon the altar of his mad devotion to her. That! Pouf! She thought she had forgotten that—other mad loves she had inspired.

She had given sorrow—and now bitter sorrow was hers.

When she would enter her husband's study he seemed not to be aware of her presence. When Renee Dahon came in ever so quietly he turned about, looked over his shoulder and smiled a welcome. If Mme. Maeterlinck wore a gown sumptuous as the Queen of Sheba's best royal robes he accepted her gorgeousness as a matter of fact. He saw no novelty in it. If Renee Dahon appeared in a simple new

The First Mme. Maeterlinck and the Second Mme. Maeterlinck—Two Points of the Poet's "Eternal Triangle."

dimity he exclaimed: "Ah, our flower has blossomed anew!"

Mme. Maeterlinck, splendid as a bird of paradise, gracefully sinuous as a serpent, might move about him. He looked past her with an author's abstraction. But while Mlle. Dahon was in sight his eyes followed her girl-slim form.

At last came that look that every woman of experience knows. Into Maurice Maeterlinck's eyes, when he looked at the little Tyltyl, whom once he would have repudiated, came the lover's expression.

The hour arrived when the triangle must cease to be.

Paris whispers that it was not the wife, with her worldly wisdom, her world-taught patience, her genius for waiting, who rebelled. Not she, but the dark-eyed, golden-haired Tyltyl, in the search for the blue-bird of happiness. Tyltyl had encountered Georgette Leblanc, aging, but still magnificent, in her path. She had grieved at her presence, and the man who loves grieves at the sight of the grief of his love.

"I in the way?" Georgette, the magnificent, is said to have exclaimed. "I permitted her to stay on because the flame of your genius must be fed. You must be denied nothing that would feed that flame. I knew, but I made no scene, as though you were a workman and I a laundress in the Rue de Bac. I waited. I hoped that this would pass as a storm passes, as the night gives way to the morning."

But it became apparent to her that latterly the triangle had not caused a tranquil atmosphere. The poet's soul was disturbed. Calm had flown. The triangle had failed.

When she knew that this was true Georgette Leblanc, first to sing the role of Sapho, whom many lovers of many degrees drunk to as Sapho, left the Abbey. She went to Paris and engaged a lawyer. The divorce was secured without ostentation.

But she will not play in "The Burgomaster of Belgium." Nor will Renee Dahon. The first Mme. Maeterlinck is in Paris. The second is in Nice.

Again the poet writes his poems, the playwright his plays, the philosopher his philosophical disquisitions, in an atmosphere of quiet content.

He has joined the Inter-Allied Art Association, which has the King and Queen of Belgium as members and the President of the French Republic as an official.

Henry Russell, who, acting for the Inter-Allied Art Association, is directing the production of "The Burgomaster of Belgium," is a friend of the famous Belgian and of the first Mme. Maeterlinck and the second. He makes more or less cryptic comment.

"The three are working out their own salvation in their own way and for the good of humanity."

Three of Fashion's Newest and Most Alluring Creations for Summer Night Wear

Moonlight Evening Gowns and Wraps

By Lady Duff-Gordon

"She Dances," a Girlish Evening Gown of Tulle Made Over Satin.

"Prince Igor," an Oriental Evening Cloak, with Occidental Modifications in Trimmings and Drapery.

"Hail, Eros," a Creation in Tulle and Silver. The Drapery Over the Shoulder Is a Novelty.

By Lady Duff-Gordon *("Lucile")*

THE "fickle, inconstant moon" sways the designs for Summer attire. It may be said that gowns and wraps are being designed with one eye on the placid orb. Consciously or unconsciously there arises in the mind of the director of a Summer wardrobe, "How will this garment or that look by the rays of moonlight?"

I present to you three creations that will bear the test of moonshine. The kimono-like wrap shown in the middle figure of the group is an instance. Of rich, yet light weight, brocade is this evening cloak, which I have called "Prince Igor." You will note the Occidental modifications of being draped upward at one side and attached at the shoulder. The collar and cuffs are of fur arranged with what I deem a fascinating irregularity of straight bands of fur alternating with motifs that are an adaptation of the Greek key. Worn over an evening gown of black tulle, this wrap invites the caresses of the silvery moonbeams and reflects them in beautiful and fantastic fashion.

The small left-hand figure is an evening gown of tulle made over satin and trimmed with ribbon and flat floral effects. This girlish robe I christened "She Dances."

The right-hand picture is that of a tulle and silver evening gown. The arrangement of the drapery over one shoulder is graceful and unique. To this delicately beautiful creation I have given the title, which I think you will agree is fitting, "Hail, Eros."

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

The Gladsome Touch Of Summer

By Sara Marshall Cook

The barbaric glitter of tinsel appears in many of this summer's evening gowns. One of these is made of checked silver cloth with squares in dull lead color contrasting with alternate ones that are in tones of bright burnished silver. So elaborate is this material in itself that it needs little trimming. Almost no bodice appears in this gown. There is a bit of front drapery and slender shoulder straps fare hung with silver paillettes In the back it is decollete to the belt.

Sinuously slender, the skirt dips to one of the pointed and abbreviated trains that are so frequently seen this season. Silver cloth shimmering through jade green tulle also makes an effective evening dress.

Young girls are wearing evening frocks of white, unrelieved by any color. Not the fluffy, frilly type of white dress such as the girl graduate chooses are these, but made of silk in the severest way possible they depend entirely on their classic lines for great distinction.

Wraps That Gleam Like The Rainbow

Callot makes evening coats of silver and gold tissues and collars them with costly furs. Vying with these are evening wraps of silk resembling the rainbow in the brilliancy of their colorings and embroidered with gold and silver threads. The linings are even more brilliant. Large fur collars appear on all the summer evening wraps.

Lace, which will be much used for midsummer dinner dresses, is a welcome departure from the metallic cloths and wintry fabrics that we are using. To dine at a roof garden or other public place on a hot summer night nothing could be more suitable or comfortable than a frock of sheer black lace topped by a picturesque hat. These dresses should be plain and distinctive in their design, instead of the fussy, filmy creatons that fashion has given us in past seasons.

Wired Frocks That Seem Like Cages

Lace lends itself well to the new flaring silhouette. I saw a frock of white Georgette crepe that had a full black lace tunic gathered at the bottom to a white crepe foundation skirt and wired so as to appear like a cage. Sleeves of lace dresses may be short, tight caps or three-quarter length and flowing. Necks, whether out high or low in the back, are always open at the throat.

With these dresses are worn large black hats of mailne, horsehair or lace trimmed with jet, the jet being used to outline the pattern of the lace rather than as a decided trimming feature. Gloves may be worn with these short-sleeved gowns, but Paris says it is smarter to be gloveless.

Evening slippers are of satin or silver cloth, either plain or brocaded; gold cloth slippers are seen no more. Gowns of metal brocade usually have slippers made to match. Many of the new slippers have the large rhinestone buckles which are so becoming to slender feet. Tiny bronze buckles are smart on black slippers. These bronze buckles are worn, too, on street pumps of dull black leather.

The French Adopt Our Colonial Ideas

The Colonial lines are featured extensively in the new slippers, even in those worn by Parisiennes. It seems strange that the French should adopt Colonial ideas in their new footwear, but this is just what they are doing. Even satin slippers are made after this fashion. Some of the new French slippers have straps across the ankles, but this style does not appeal to us.

Three years ago Callot made much of the smock as a blouse, but it was not at that time taken up by American buyers. Now the casaque blouse is seen everywhere. It is worn even in sports things, and the oldtime blouse that we tucked inside our skirts is disappearing over the horizon of fashion. These over-blouses, sashed loosely either with their own material or with narrow moire ribbons in colors that give an opportunity to introduce charming color effects into our costumery, are especially desirable for the uncorseted but somewhat mature figure because they conceal the waistline, which, if defined, invariably makes women look older.

There are different ways of belting these blouses. In some instances the belt or sash runs under the front of the blouse and comes out of the side seams to tie at the back, and at other times this method is reversed with the girdle tying in the front, and sometimes the girdle just encircles the outside of the blouse.

White Voile Blouses With A New Twist

The bottom of the white voile blouse shown in the column at the left of the page is finished in a new way. It is cut in square scallops that are bound with the material. Hand hemstitching is used profusely on this model and an insertion closely resembling hemstitching is combined with the handwork. Jade green ribbon is run through rings worked in buttonhole stitch with heavy white cotton.

Jenny and Lanvin make fronts for both suits and dresses of pique or tucked white linen, with high collars. Silk cravats are worn with these stiffly starched affairs, which are smart, but not always comfortable for warm summer days. Therefore, as a compromise between them and straight, collarless silk vests that leave the tailored neckline of the coat unadorned in any way are new, high-necked blouses of soft handkerchief linen. The neck of one of these is shown at the bottom of the column at the left of the page. Only the neckline is sketched, because that is the interesting feature; the rest is just a plain blouse.

Simple And Clever—To Be Made At Home

A frock of unusual charm, and one that might easily be made at home, is of white chiffon flowered with pink roses. This is made like a front and back apron falling full length over an overskirt of plain white chiffon. These panels are bound with rose ribbons of a tone to blend with the flowers in the fabric and are tied together at intervals down the skirt by bows of the ribbon. Around the very low-cut neckline falls a bit of fine white lace shadowing a rose ribbon which ties under the lace at the front in a bow.

The same treatment is carried out on the very short sleeves. The lace makes turnback cuffs under which goes the ribbon. The idea is very simple but clever. It is just the sort of little dress that, seen or described, makes you feel that you want to set to work and make one, because in every feminine heart is the creative clothes instinct, which, if fostered to any degree, is bound to find expression.

Lingerie Dresses Sent By Paris

Two of the latest lingerie dresses that Paris has sent us appear at the bottom of the page. The one-piece coral and white checked frock at the left is fashioned of French muslin, a material closely resembling a fine voile. A deep fold, hand hemstitched at both top and bottom, makes the skirt appear as though it had an overskirt. The sleeves, patch pockets and blouse, too, are trimmed with hand hemstitching done in coral colored thread. A particularly interesting feature of this dress is the new long-shouldered effect. Plain coral colored material of the same shade forms the belt, cuffs and a collar which starts in the front and ties in a bow at the back of the neck.

At the right of the page is a frock of very fine white voile with hand hemstitching on the overskirt as well as the waist. Little fluted ruffles are around the skirt, sleeves and neck. The overskirt is open on both sides. The white satin ribbon sash, hand embroidered in different colored silks, ties in the back and is finished off with white silk fringe.

Language And Mine Accident

Inability to read and understand English places the foreign born in danger of his life. In his last monthly statement of mine fatalities by Van H. Manning, director of the United States Bureau of Mines, he shows that the rate of accidents among the non-English speaking miners is not only greater in all the great mining districts of the country, but the increased ratio is uniform in all districts. This seems to prove that the inability to read warning signs, to comprehend fully the company's instructions, and to understand their foreman, places an additional hazard upon the foreign born.

In the Pennsylvania anthracite mines, 43 percent of the employes are English speaking and this number is charged with only 28.8 percent of the fatalities, whereas the other 56 percent sustained 71 percent of the fatalities. This is a comparative ratio of 669 to 1,268 against the non-English speaking.

In the Pennsylvania bituminous mines the ratio is 771 to 1,123, and in the West Virginia districts, 790 to 1,424.

Beautifying Barbara

By Mimosa

How a Plain Girl was Made Pretty

Barbara had always been considered the ugly duckling of the family, and certainly no one would have voted her attractive the day she called on me, and told me how tired she was of being classed amongst the dull and uninteresting women of her set.

To tell the truth Barbara had fallen in love, and was anxious, as she had never been before, to appear at her best. She wasn't a flapper; she was twenty-eight, but there were possibilities in her, and I promised her that if she would follow my advice carefully, she wouldn't recognise her own reflection in the mirror in a month's time.

Her Complexion

With a good complexion the plainest features look attractive, but Barbara's unfortunately left much to be desired. It was muddy, and there were blackheads around the nose and mouth, caused, I think, through using impure toilet soaps. For the dull muddy look I made her rub a little pure mercolised wax gently into the face and neck every night, leaving on the skin till the next morning. This very gently and imperceptibly peeled off all the dead, dull outer cuticle, leaving the fresh young complexion underneath, and giving her a skin as clear and fresh as a baby's. The blackheads were soon removed. A stymol tablet was dissolved in hot water, and the face bathed and gently dried. After two applications all signs of the blackheads had disappeared.

Beautifying Her Hair

Barbara had a fairly good head of hair, but it had been very much neglected. I don't know what she had shampooed it with, but it certainly wasn't the right stuff, for her hair was dull and lifeless without the bright lights it should have possessed, there was no wave in it, and it appeared to be falling out rather more than was natural.

So I made her get some stallax at the chemists, and give it a good shampoo. A stallax shampoo leaves the hair soft, silky and glossy, and no rinsing is necessary. After one shampoo a most marked improvement could be noticed, and by the time Barbara had used it three times, with an interval of a fortnight between each shampoo, you would not have recognised it as the same head of hair. Then to stop the fall I advised her to get two ounces of boranium, and mix it with water and a little Bay Rum. This she dabbed into the roots every night, and it not only stopped the fall, but gave the hair great vitality.

A Little Color to the Cheeks

Barbara is one of those girls who are much improved by a little color in the cheeks, but unfortunately she has none naturally. So I suggested that she should get some colliandum and apply a very little to the cheeks with a small piece of cotton wool. The most critical observer cannot detect that a color given by this method is not natural, for this wonderful powder is just the correct tint, and has an advantage which no other artifical color has it deepens slightly in a warm atmosphere, and thus appears absolutely natural.

Your Skin Needs Protection

Do you know why it is that your skin is often so rough, dry and "tight"?

The reason, as Dr. William Allen Pusey points out, is that "the skin because of the unnatural dryness loses its power of resistance." It cracks and breaks, becomes painfully rough and red. Dr. Pusey goes on to say that "the secret" in preventing and curing rough skin is to make up the deficiency of lubrication which the skin is failing to supply for itself.

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AUTOMOBILES

SHANGHAI, SUN DAY, JULY 20, 1919

Flying To Business By Plane Not So Very Far Distant

Day Of The Individually Owned Airplane To Come Within A Year Or So, U.S. Army Experts Say

How soon is the individually owned airplane going to be a factor in the life of this country? Is the airplane in its adaptation to peace needs now going to follow somewhat the line of the first automobiles, and are we soon to hear that Mr. Jones has bought a new airplane instead of a new touring car?

Before answering these questions the airplane experts here call attention to recent news items like the following: Bonar Law flies from London to Paris to deliver a message to Lloyd George; King Albert flies back to Brussels from the Peace Conference; Benedict Crowell flies from Washington to New York to keep an engagement; Senator So-and-So returns to Washington via airplane.

In discussing the matter in detail, the experts take for example an American woman living near Philadelphia who has $35,000 to invest in pleasure and convenience and who decides she would like to buy an airplane for her own private use. Would it be practical for her to do so in the near future?

Not This Year

The answer from experts in Major-Gen. Menoher's office is yes—and no, according to what is meant by "near future." If this is taken to mean next week or next month, the answer is "no." If it means next year or the year after, the answer is "yes," provided that present plans for the development of aviation for civilian purposes do not go entirely astray. In the opinion of Uncle Sam's most competent air experts, the day of the individually owned private airplane is closer at hand than is generally realised. Thanks to the initiative of progressive Americans, the air service is not going to be smothered and wrecked no matter what individual officers of the General Staff had planned to do. The reactionary instinct that sought to regard the air service as merely a subordinate by-product of the military establishment apparently has been frightened away by timely outbursts of popular indignation and it is safe now to say that progress will go on.

But it is explained that so many exaggerated reports have been circulated from time to time about aviation that officers like Major-Gen. Charles T. Menoher, in charge of the air service, are careful not to make predictions which are unlikely to be fulfilled. They do not want the posters to advertise a very fat circus lady and have her turn out not so fat after all. Therefore in indicating the peace time future of aviation and the prospects of the individually owned airplane they desire to avoid unreasonable prophecies.

What It Costs

First, they point out that the woman investing her $35,000 in an airplane must realise what she has to procure to make her venture practical. It is assumed that by chance she has a ready made landing field, which means 200 acres of level ground. Her expenditure would then be about as follows:

$10,000 airplane, built for safety and comfort, with trimmings, etc., according to order; $5,000 steel hangar; $4,000 pilot's salary; $3,000 mechanic's salary; $1,500 mechanic's assistant's salary; $4,000 extra motor; $2,000 repair shop; $5,000 spares. Total, $34,500.

This would be for a three seater, slow landing, single engine plane. The price of the Martin twin engine alone would be upward of $30,000, and there would be a considerable increase in price all along the line.

The great advantage of the twin engine plane, equipped with two Liberty motors, is that safety is increased because the plane can fly with either engine. Therefore both engines must go foul at the same time to necessitate a forced landing.

It's Safe Enough

But the element of safety is not now regarded as a reason for holding back civilian flying. There is a De Haviland plane in the Smithsonian Institution here in which Howard Rinehart has flown 75,000 miles—three times around the world—without being let down once. With a good pilot and good mechanics and a machine especially built for slow landing and safety, the danger is greatly minimised, it is explained, and the percentage of accidents even in the military service, where safety is relatively disregarded, has been remarkably small.

Besides, a new factor in flying has just been perfected, which fills a long felt need. It is the so-called reversible propeller plan, which makes it possible to check speed upon landing. Heretofore one of the most ticklish parts of flying has been landing. The pilot shuts off the engine and gets his three points, wheels and tailskid down, but the momentum carries the plane right along. And he never seems to go so fast as when he's aiming for a tree or obstacle ahead. Rather than take chances, aviators sometimes prefer to fly the plane into a stall and let it "pancake" down, meaning that it hits the ground flat like a pancake. With the reversible propeller, the pilot waits until his points get the ground and then puts on the reverse. This checks the momentum and gives him a short run and an easy landing.

Eighty Mile Speed Best

The best machine for safety at anything like a reasonable figure would be a slow landing plane with a Hispano-Suiza 150 horse-power engine, capable of making about eighty miles an hour. The army experts say there would be no sport or comfort in going faster than this, anyway. If the American woman, taken as an example, wished to purchase a plane she would probably take one of the above mentioned general character. She could have leather covered seats and plush trimmings and all manner of special decorations, if she desired. Comfort combined with safety would be the motto.

But why would it not be practical for her to purchase such a plane now? The reason given is not directly connected with the element of safety or the makeup of the plane but is chiefly a question of landing fields. It has been assumed that she happened to have a good landing field that would have been turned into a private golf course if it had had hazards. But where is she going to find other fields to fly to? She can take a spin about and return to her own field, but she cannot go anywhere until she knows where she can park her plane.

As for the army fields, these are not yet open to the civilian and any flyer landing on an army field would be technically under arrest for so doing.

But this is going to be changed and in a year or two encouragement instead of discouragement will be in store for civilian aviators. The army landing fields will be open to civilians; new fields will have sprung up; prescribed lines of flight, from Philadelphia to New York for example, will be charted with necessary information similar to that provided for automobilists by the Blue Book of the A. A. A. The pilot will know where the nearest emergency landing field is; there will be wireless signalling stations along the route; so-called beacon lights will advertise cities and towns to the sky traveller—some of these have been installed already—and progress generally will have been made in translating the invaluable lessons of military aeronautics into peace usage.

War's Practical By-Products

The army experts say that progress in aeronautics is one of the few practical assets of the war. The infantryman returns home, hangs up his rifle and goes to work. The rifle has rendered its service and may not soon be used again. The hand grenade and the gas bomb are discarded. But not so, it is explained, with the airplane. The lessons taught under the stern necessity of self-preservation are given to the new science, and a new field of human effort and world industry has undoubtedly grown up. The chief immediate need to keep this industry going is for the question of landing fields to be taken up and solved properly, the army fliers say. For example, a landing field at Governors Island would be a great boom and make it unnecessary for aviators to lose time telephoning for taxis, etc., to get from Mineola to New York city. Army fliers have come from Dayton, Ohio, to New York in less than four hours and then had to wait two hours to get to New York city after landing. It has taken them more than half as long to get from Mineola to New York as it has to fly clear from Dayton to Mineola.

Agitation has begun in favor of the Government establishing landing fields near the large cities and going into this phase of the progress very generally, but this is not supported without reserve by the army fliers. Experts of the air service take the ground that the problem of providing landing fields should preferably be solved by the people interested or by the State or city authorities or by aero clubs. It is contended that while the number of private airplane owners is at present very small, the existence of landing fields would in itself be a great boon and increase the number, thereby making the individual expense to club members less. This aero club plan has been successfully carried on at Dayton, it is explained, and why could it not be tried in New York?

Job For Private Enterprise

As for the Government's part, there are many here who believe it would be a serious mistake for the Government to do too much along this line for private aviation. Automobiling developed rapidly, it is pointed out, because individuals through automobile clubs and through private endeavor had to follow their own initiative. Too much patronising by the Government might not be wise, it is contended, if it held back the initiative of the individual. Besides, there are more important things for the Government to do respecting aviation than to assume the duty of providing convenient landing fields for the towns and cities.

It is admittedly of importance that central landing fields, about 200 miles apart, be established by the Government and maintained. Many of these the Government has already established. The following routes, for example, may be followed by utilising these Government fields:

Starting from Philadelphia a tour might be made to Washington, Pa.; thence to Dayton, Ohio; to Rontoul, Ill.; to Belleville, Ill.; to Memphis, Tenn.; to Little Rock, Ark.; to Dallas or Waco or San Antonio, in Texas. All but the first are Government landing fields, about 200 miles apart. The tour, it is explained, could be made by easy stages.

At Memphis the aviator might turn off to West Point, Miss.; to Montgomery, Ala.; to Americus, Ga.; and thence to Tampa, Fla. Or from Dayton he might go to Selfridge Field, Detroit, and thence to Buffalo, touring the Great Lakes district.

In the establishment of new central fields it is an open question whether the Government or the States interested should patronise. The Government is ready and willing to co-operate in the matter of supplying automatic signaling wireless apparatus along the main routes and to circle the landing places with wireless signalling stations, making it easy to land in a fog.

Wireless Like Lighthouses

The wireless signals are invaluable in fog. The pilot can tell the direction of the wireless. If he hears the wireless from Washington growing weak on his left, for example, and the wireless from Baltimore getting stronger on his right he can approximate the course he is taking. The wireless stations for the pilot, it is explained, are like the lighthouses for the mariner, and the Government's assistance along this line is very welcome. It may be a beautiful, sunny day when the pilot starts out, but within an hour he may be buried in a fog. There is no more hopeless, helpless feeling for the aviator than to be lost in a fog. He does not even know whether he is upside down or rightside up. Of course, if he can get above the clouds he is better situated, but in this event the wireless signals are increasingly important. Wireless stations twenty-five miles apart over a charted course would be ideal, according to the air experts.

The Government's chief interest in assisting aviation should now be, it is emphasised, aiding the development of the engine. The manufacturer can take care of the rest, but the engine is the backbone upon which the whole life of the new industry depends.

No Flying Flivver Soon

In order to encourage development work in this important line the Government intends to hold a nucleus of engine builders together, give them enough experimental work to keep them going and otherwise patronise this phase of aircraft production in every legitimate way. Steady improvement is looked for, though it will admittedly be a long time before the flying flivver will be on the market. For a number of years at least the engine is going to be expensive, according to present signs. Aviation is going to be a rich man's sport just as the automobile was at the beginning.

As to commercial development of aeronautics, it is expected to come in a number of ways. Perhaps, the experts say, it will be the mining camps or the lumber camps establishing quick connections between various stations in operation. Flying boats may prove of great value on the Great Lakes. Perhaps it will be the steel corporation to make the first extensive use of aircraft.

Connecting up outlying towns with railway stations, for passengers or mail, is regarded as a probability. Aerial mail routes paralleling trunk railway lines may not offer much advantage, it is admitted, but mail routes where there are no railway connections would serve a useful purpose.

The twin engine airplanes, which will carry perhaps ten persons comfortably, open up passenger carrying possibilities from a commercial standpoint. What would happen, army men ask, if later an airplane service were established, for example, between Chicago and Detroit, charging $100 for the quick trip? Would it be patronised? Would it be a commercial success?

The belief here is that the more the question is studied the sooner will come the era of the individually owned airplane. There are many surprises in store for those who make the first ventures, it is said. For example an airplane flying from Philadelphia to New York uses less gasoline than a heavy touring car.

CAPTURED ENEMY TRUCKS SEEN IN ARMY CARNIVAL

One Equipped With Synthetic Rubber Tires: Others Run On Steel Treads

The Motor Transport Corps of the Third U. S. Army held a motor show at Coblenz, Germany, during the carnival given by the Army of Occupation in the week ending April 26.

One of the interesting exhibits consisted of four captured boche military motor trucks. These were three-ton types of the following makes: Adler, Opel, Suropp and Vomag, the first three chain-driven and the fourth shaft-driven. All four contained the full equipment of tools and supplies required by German specifications. The Opel truck was fitted with tires made of the much advertised synthetic rubber, the prospective production of which by the Germans during the war gave the Allied army authorities not a little worry. The three other trucks had steel tires.

Some captured boche trucks have layers of rubber between the rims and the steel tires, but most of the success of the steel-tired vehicles and their proven practicability in warfare is due, according to the Motor Transport Corps exports, to clever auxiliary spring devices.

Many different designs of coil type springs are used on these trucks to give resiliency to vehicles traveling empty, and the heavier leaf type springs come into play only when the trucks are loaded.

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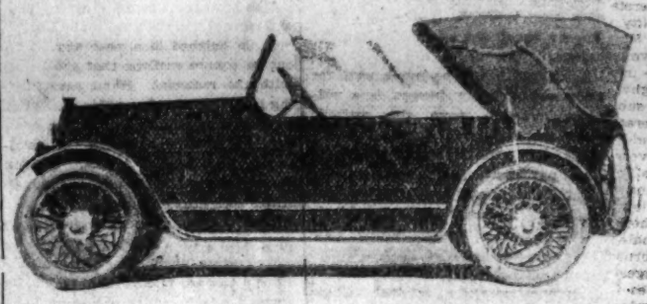

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Better U. S. Motor Roads Under Federal Act

New York, June 1.—Secretary Houston of the Department of Agriculture, in a recent statement regarding the wisdom of taking the Federal supervision of highways from his department and placing it under the proposed Federal Highway Commission, points out the following considerations in determining any sound policy of highway administration and development:

(1) The roads in each section of the country are of varying degrees of importance in the service which they render or may render to the particular locality, to the State, and to the nation as a whole. (2) This is a big country, and the traffic conditions and needs vary greatly from section to section. (3) The State Highway Departments, being in immediate touch with local conditions, are best able to classify the roads properly on the basis of the economic purpose which they may serve. (4) The Federal Government, under the present Bankhead Federal Aid Road act, is co-operating in the improvement of the roads of greatest importance, the classification of which is fixed by the State Highway Departments. And (5) when this classification has been carefully made and by agreement between the Highway Departments of adjoining States, the roads of first importance generally meet at State boundaries, and, therefore, become interstate highways of nation-wide utility.

"Having these points in mind, I have been unable to see the need for the creation of a separate Federal Highway Commission or the wisdom of substituting for the present co-operative program a plan which would commit or limit the Federal Government to the construction of two Federally owned and maintained trunk lines in each State of the Union," says Secretary Houston. "There was a bill introduced in the Senate of the United States on February 13, 1919, embodying these suggestions. This legislation provides for a Federal Highway Commission of five, each receiving a salary of $10,000 a year, whose duty would be to establish, construct, and maintain a system of highways to comprise not less than two main trunk line roads in each State, and joining the National Highway System in the adjacent States and countries. The commission is given the power to select the trunk line roads to be constructed after having requested the State Highway Departments to recommend routes: The Federal Government is to assume the maintenance of these roads. The commission is furthermore empowered to take over the work of all existing Federal agencies relating to highway transportation and to purchase, lease, rent, operate, and maintain such motor and other transportation facilities as it may deem necessary in performance of its duties under this act.

"In July, 1916, the Bankhead Road act was passed. It provided appropriations out of the Federal Treasury, to be matched by equal sums from the States, for the construction of roads, and provided further that no State should receive any of the money appropriated unless it had a highway department with adequate powers. The law placed the administration of the act in the hands of the Secretary of Agriculture, in co-operation with the forty-eight State highway departments. It was enacted only a short time before we entered the European War, and its operation was greatly interfered with by the disturbed conditions.

"After the cessation of hostilities, with the approval of the President, I requested Congress to make an additional appropriation to aid the States in highway construction, and Congress, through the Bankhead amendment to the Post Office Appropriation bill, provided an appropriation of $209,000,000 and substantially made the amendments suggested.

"The Bankhead act places on the highway authorities of the several States responsibility, in large measure, for selecting the roads to be constructed. Obviously the local authorities are in a better position to judge what roads would serve the the largest economic needs than any group of men sitting in Washington would be.

"It seems scarcely likely, in view of the fact that nearly $300,000,000 are now available out of the Federal Treasury, that Congress, in the light of the financial situation, will make additional large appropriations; and it would be impossible, without creating many complications, to divert the existing appropriations from the purposes and plans already under way under the co-operative arrangements with the States. A considerable part of the available appropriations has already been formally tied up under agreements with State departments and contracts for large sums have been let.

"I am convinced that nothing material would be gained by the proposed change. As has been pointed out, many complications would be introduced. The creation of a commission would entail unnecessary additional administrative expenditures and the commission could not do anything that cannot now be done more effectively by the existing co-operative machinery.

"It seems to me clear also that as the work proceeds we shall have roads which will be equally serviceable, not only to those interested immediately in long-distance automobile travel and motor truck transportation, but also to those interested in getting their farm produce to the market in the easiest and most effective manner and in the transportation of the mails. I have no prejudice against any sort of road except a bad road, or against any sort of construction except wasteful and unsubstantial construction. If traffic conditions require heavy construction, then I am in favor of it; and, in any case, under the law the construction must be substantial.

"The road construction movement is growing very rapidly. The Federal Aid Road act has done much to promote it. It has stimulated financial aid and has caused many State Legislatures to create central highway departments. Comprehensive road programs have been inaugurated. They will result in a shorter time than most people imagine, not only in a network of good substantial roads in the various States of the Union, but also in the requisite interstate highways."

Hupp Motor Co. Has Big Export Business

Seattle Dealer Says Demand For Cars Abroad Is Tremendous

Although comparatively a short time has passed since the signing of the armistice, the Hupp Motor Car Corporation, of Detroit, has already booked a great volume of foreign business that has come from all parts of the globe, says Mr. Folts, of the Sunset Motor Company, distributors of the Hupmobile in Seattle.

"Our foreign department is really proud over the condition of this end of our business, and the factory heads confidently predict that the demand from abroad for American cars is going to be tremendous. Our orders have come from Australia, New Zealand, India, China, Hawaii, South America, Great Britain, continental Europe and Africa.

"Although we are still doing government work and will continue to do so for some time, we expect to be back to normal production in about four months' time. The Pacific coast was fortunate that the armistice was signed when it was, for during the winter months we looked to this section to get its greatest share of cars for, from the sales end, the business slacks up in the east during this season.

"Detroit factories are running at full speed and there is work for every one. There should be plenty of places for the returning soldiers, for it won't be many months before the volume of business in almost all lines will be unprecedented. I find nothing but optimism wherever I go."

In commenting on the activities of dealers at large, who are looking forward to a record year's business, Mr. Folts stated he believed the Sunset Motor Car Company to be one of the heaviest distributers of Hupmobiles that the Hupp Motor Car Corporation has on its books.

COLLEGE AUTO COURSE

A special course for owners and prospective owners of automobiles will be one of the features of the Summer sessions of the College of the City of New York. It will run for eight weeks, commencing July 1, and will be open to men and women. For those who cannot join the afternoon sessions, the work will be duplicated in evening classes.

The class will meet three times a week, either afternoon or evening. The fee, including road driving lessons, is G.$25.

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KERMATH MARINE MOTORS were the first 4-cylinder marine motors to demonstrate positively to users that the very best 4-cylinder, 4-cycle motor could be built at a reasonable price.

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We solicit correspondence from responsible dealers for exclusive representation in countries where we are not now represented.

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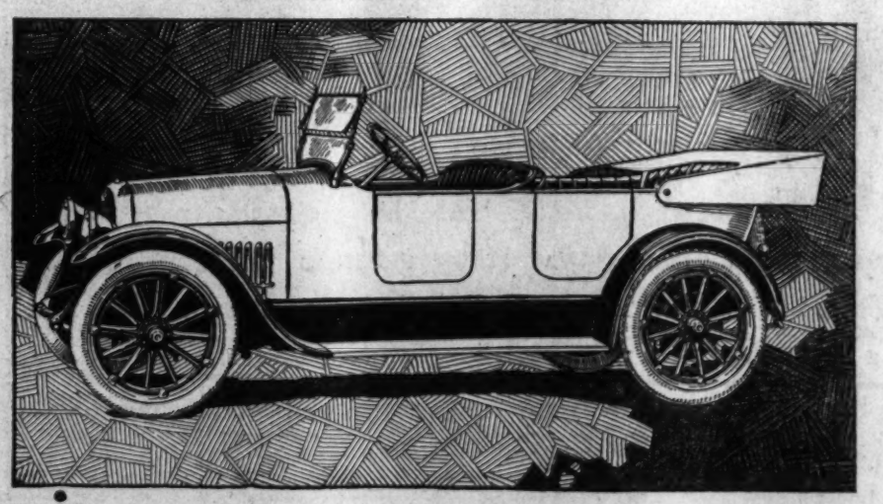

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Why not make up your mind to buy one NOW?

THE NEW LIGHT-FOUR

is universally described as the "LOW-PRICE QUALITY CAR" It is beautifully designed, thoroughly modern, mechanically right. It is distinguished from the ordinary low-priced car by many features.

It is economical to buy and maintain, big enough for the whole family, amply powerful, thoroughly up-to-date, and desirable from every angle. The price is within the reach of all.

Go out for a ride in one, ask the price, and then place your order

THE SHANGHAI HORSE BAZAAR & MOTOR CO., LTD.

West 1213 Garage Telephone West 1202

The New Ship Of The Desert

The establishment of the motor service across the Gobi Desert between Kalgan and Urga last year forms the subject of a booklet recently issued by the General Motors Export Company of New York, shippers of Buick cars. The booklet gives the following description of the service and the character of the run, which proved a triumph for the Buick car.

Midway between Peking, China, and Irkutsk, Siberia, in the heart of the Mongolian plateau, lies the Gobi, a sand-swept desert, arid, void of vegetation—desolate. On the outer ringes of this desert, and beyond, roam the Mongol nomads, whose warlike spirit, peculiar customs, picturesque garb, and superb horsemanship, have given them a prominent place in the history and romance of the world.

To cross the Gobi, until recently, was generally regarded as a great adventure—an undertaking only for the brave, the strong and folhardy, and the successful negotiator usually emerged a hero in the eyes of less venturesome and seasoned travelers.

The inconveniences and trials of the journey—it required almost thirty days by camed caravan to cover the six hundred and seventy miles of desert between Kalgan and Urga; the yellow robed lamas, or Buddhist priests, in their lone monasteries in the desert; the Mongol horse men who perform prodigious and surprising feats with the rifle while riding at full speed; the great groups of antelope, numbering as many as 1000 in a single herd, traveling swiftly in long columns, parallel with the caravan; the harrowing howls of the wolves in the stillness of the night, provided material for anecdotes and stories calculated to enthrall the listener or reader who does all his traveling by railway or motor car.

The monopoly to personal experience stories, related by venturesome travelers, who braved the hardships and dangers of a caravan trip across the Gobi desert, is a thing of the past, for anyone with $120.00 gold, the price of the trip, and a desire for adventure, can now board a Buick automobile at Kalgan and be safely landed at Urga the capital of Mongolia, five days later. From this point he can, if he chooses continue his journey by motor car to Irkutsk on the Trans-Siberian Railway. The Chinese Railway Commission, after numerous experiments with cars of different makes, recently placed into operation, between Kalgan and Urga, thirty-five Buick Motor Cars and their operation has been so successful and profitable that sixty-five more cars were ordered and will soon be placed in service.

Starting at Kalgan, which may be reached by railway from Peking, the motor train traverses a most difficult stretch of rough, rocky, mountainous passes. Rapid travel is impossible for, in addition to the poor condition of the narrow trails, the road leading to the Mongolian plains rises 11,000 feet in less than thirty miles.

Powerful, sturdy cars are essential to negotiate these rocky passes, and slow, careful driving is required to avoid serious accidents. After reaching the top of the plateau, about thirty miles from Kalgan, the country develops into a vast tableland. These rolling plains give way, were Tahil, a chain of barren hills, three to four hundred feet high, and then vast stretches of rolling plain, devoid of wells and without sign of life, except that introduced by the traveling caravans, are encountered.

Between Pong--Kiong and Udde, a distance of about two hundred and sixty miles from Kalgan, a descent is made into an immense basin of sand, the desert of Gobi. Here travel is exceedingly difficult. The car wheels are often almost buried in the loose, hot sand, and the friction developed by the churning wheels burns up the tires very rapidly. But the Buicks force their way through and leave the desert behind at Tuerin, a distance of 581 miles from Kalgan.

From Tuerin to the end of the route the roads are good, and the 155 miles between this point and Urga offer little, if any, difficulty to motor transport except the fording of the To-La River, 669 miles from Kalgan and only a few miles from Urga.

The natural difficulties and discomforts of travel over this route are increased by the intense hot winds, frequent sand storms, and the lack of suitable drinking water. Except in the Gobi desert, fresh water wells are found at distances of 20 to 25 miles, but the water is frequently unfit for drinking because cattle and camels bathe in the pools of water surrounding the wells and poor drainage permits this stagnant water to seep back into the wells.

Mongolian "Yourtes," or inns, have been established at intervals along the route. Two inns are provided at each of the four rest stations—the complete journey requires five days—one for the passengers, the other for the native drivers. The day's journey usually begins at sun up and lasts until dark, with an hour's rest for lunch. While the days, except during the winter season, are dry and hot, the nights are exceedingly cold, and night travel is impracticable.

Along the route, caravans are constantly being met with—great trains of camels and ponies, or bullock carts, all fully laden. Hides, wool, and other products from Siberia are conveyed by this route to Peking and Tientsin, and the large tea caravans from Peking pass through Urga on their way to Siberia.

Large herds of antelope are found on both sides of the Gobi. These graceful, speedy animals can easily outrun a motor car in this difficult country. Great numbers of eagles, hawks, and ravens are in evidence, while small green lizards are found everywhere, even in the most arid regions. About seventy-five miles from Urga and thence northwards the marmot, an animal resembling the American beaver, which is hunted by the natives for its fur, is found.

Urga, the capital of Mongolia, is a most interesting city. Its population of about 60,000 is composed largely of lamas, Buddhists, who devote their lives to religion, with about 4,000 Chinese and 2,000 Russians. The so-called "Living God," or Hutukhtu, the third in rank among the Lamaist hierarchy, resides in a temple located about a mile from the city. He is said to possess the first automobile and the first graphophone brought into Mongolia.

The natives constitute an inexhaustible source of entertainment. Their picturesque costumes, the peculiar headdress of the women, the great leather boots with upturned toes, gorgeous colored robes tied with a sash, bristling with long bladed knives worn by the stern visaged men—the remarkable feats of horsemanship—make a strong appeal to the visitor from the outside world. The Mongols seem to get the utmost enjoyment from life. When death overtakes them, their bodies are thrown to the dogs. There are no burial ceremonies in Mongolia. When a person dies, his corpse is of no further interest to any one. The dogs and wolves fight for the flesh and the bones are left to bleach on the hillside.

From Urga, a motor route, established several years, takes the traveler to Irkutsk on the Trans-Siberian Railway. From this point he may continue his journey East or West as he prefers, or he may return to Kalgan or Peking over the route by which he came and in the same manner.

At present, the Buick automobiles in operation on this route are used almost exclusively for passenger transportation, and many more will undoubtedly be required for this service, but as the route is systematised and developed, roads will be built, motor cars for carrying baggage or trucks will undoubtedly be installed, and a regular freight service will be inaugurated.

Such service will open almost unlimited opportunities for increasing the trade between interior China and Siberia and developing the rich grazing and farming lands surrounding Urga and Kalgan.

A saving in time of almost three weeks will be affected, by this new transportation method, over the present caravan service between Kalgan and Urga. Hundreds of miles will be cut from the present roundabout route via Vladivostok, and the slow, torturous and unsatisfactory route to Urga via Mukden, Harbin, Verkuhendinsk and Kiakhta will be reduced in distance by two-thirds.

The large and profitable Siberian fur trade, which formerly went to Germany, can be diverted to China by this shorter and, more economical route, and the immense Russian tea trade can be still further developed. Excellent grazing and farming lands surround Urga, and with adequate transportation and the increased population, which rapid and economical transportation will bring, some relief should be afforded the densely populated portions of China, and new opportunities opened to the frugal and industrious workers of the East, whose labor brings such meager returns.

And so, the modern automobile not only brings health, wealth and happiness to the people of the rich and highly developed countries, but it reaches out into the most distant and inaccessible places and promotes the progress of all people and all races. It conquers the desert, opens virgin and undeveloped territory, brings new opportunities for peace and prosperity to poverty stricken people, and even diverts the century-old trade channels of nations. Like the railroad it is indispensable to modern civilisation. Both furnish economical transportation which is essential to progress, but the railroad requires year of time and effort for construction, a large capital investment, and a developed country from which to draw revenue and patronage. The motor car is always ready for service, its price is nominal, and it can be profitably operated in the most sparsely settled and remote places. In the future progress of humanity the motor car will play a most important part.

HIGHWAY ACROSS CANADA

Canada is showing keen interest in new and well-built roads. In addition to many highway improvement plans in the provinces, a bill has been prepared asking an appropriation of $10,000,000 to build a road to be known as the Canadian Highway across Canada from coast to coast.

The Canadian Highway, according to plans mapped out two years ago by the Canadian Automobile Association, will extend from Glace Bay, near Sydney, N. S., to Cape Scott on Vancouver Island.

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HOOD MATERIAL

The security that comes to one riding in a motor car, the hood of which is covered with this material, is comforting.

NEVERLEEK is warranted not to take in water, unaffected by heat or cold. Every yard of "Neverleek" is stamped "Guaranteed by the maker."

Insist upon having NEVERLEEK on your hood.

For Sale By Good Dealers Everywhere
Correspondence solicited from the wholesale trade

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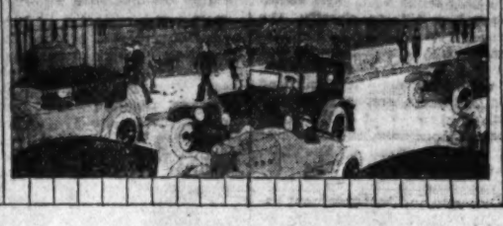

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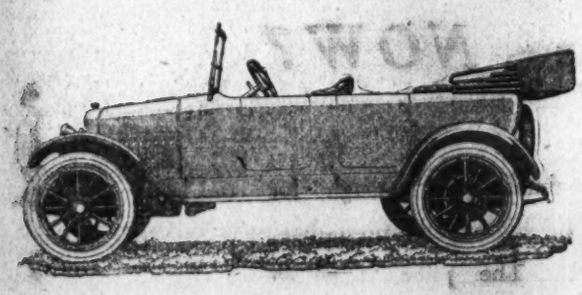
RELIABILITY, in men or machines, under every possible condition, is a most essential quality,

A Maxwell Motor Car, carrying four passengers, was driven 22,022 miles in all kinds of weather, over all kinds of roads—sand, mud, slush, dry and wet—without once stopping the motor. This official record was made by a Maxwell Car under observation by the American Automobile Association. That proves the Maxwell Car to be the acme of reliability.

And with reliability in the Maxwell Motor Car go all the other attributes of a remarkable and economical low priced Car.



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SAVAGE TIRES

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SAVAGE TIRES

GIVE THE UTMOST IN MILEAGE.

Savage Tires are especially made for hot climates. They are manufactured from the best materials that can be bought, in the most careful and workmanlike manner, in a factory whose motto is

Quality First, Last and Always.

SAVAGE WRAPPED GRIP TREAD
SAVAGE PLAIN TREAD
SAVAGE GRAFINITE TUBES

For prices and particulars, apply to

The Shanghai Horse Bazaar & Motor Co., Ltd.

West 1202 Garage Telephones **West 1213**

SAVAGE TIRES

SAVAGE TIRES

'Automobile Selling'

A Review Of Book By Dr. P. H. Nystrom Which Is Of Great Educational Value To The Dealer

(From *Motor*)

Historians have a very comfortable way of dividing the chronicles of the human race into "ages," much as a novelist divides his book into chapters. There was the stone age, the bronze age, the iron age, and by the same token this present era will probably be known as the commercial age. Commerce has always been the life blood of nations, but never until now has it been advanced to the position of pre-eminent honor that it today enjoys. The Germans failed in their late undertaking because they failed to recognise that the age of conquest was passed, and yet even so they raised to the condition of a gigantic commercial enterprise.

However, few commentators will deny that this is distinctly the era of commerce enthroned. The processes of manufacture have been advanced to the position of an almost exact science, salesmanship is variously known as an art, a science, a branch of psychology or a plain nuisance, according to the angle from which you may happen to be viewing it. And it is with this latter phase of commercial endeavor that the book which we are interested in at the present moment happens to be dealing. The volume in question is entitled Automobile Selling, a Manual for Dealers. It is published by Motor and the author of this work is Paul H. Nystrom, Ph.D., director of sales and of research of the International Magazine Co., which publishes Motor. It is with no uncertain hopes that we look to see the present volume become an accepted classic on automobile selling and salesmanship.

Dr. Nystrom has had a preparation that has fitted him to an extraordinary degree for the compilation of this book. For nearly two years he has conducted intensive investigations into the best methods of selling, as they are employed by automobile dealers, garages, accessory and tire stores, in all parts of America. He personally visited several hundred places to study their methods. Reports have been obtained from many more. He has himself had a long and varied experience as a retailer. In addition he was for a number of years in charge of dealers' short courses, merchants institutes and extension classes for retailers at the universities of Wisconsin and Minnesota. Nearly 3,000 dealers were students at his various courses. For the last two years Dr. Nystrom has been in charge of the Bureau of Merchandising Research of the International Magazine Co. In this capacity he has continued his studies of the automobile selling field. In this book are presented the carefully compiled observations of the author's rich experience.

"Automobiling Selling" is presented to the American automobile industry with the assurance that it will contribute toward putting the automobile business upon a more certain basis by assisting the individual units of the retail division of the industry to apply scientific and accurate methods to their merchandising activities.

In his first chapter Dr. Nystrom takes up the opportunities of today and tomorrow in the automobile business and indicates the future growth of the industry by the lessons of the year, and shows the growing need for greater skill in selling, if the dealer of today is to survive in the intense competition of the future.

Next Dr. Nystrom takes up the important problem of selecting a place of business. He shows how to analyse any given situation, estimate the number of prospects for any given product and finally how to select the location for the salesroom that will bring the best results.

The question of the advisability of starting a new business as against the purchase of an established good will is next dealt with at considerable length. In showing how to analyse an old business and estimate its present and future value Dr. Nystrom points out the pitfall into which many merchants have fallen.

Then the place of business being selected, our author takes up the very important problems of fitting the place of business to help make sales. Building, architecture, windows, window displays, principles of effective display and store arrangement all come in for comprehensive notice. "There are stores," Dr. Nystrom sagely remarks, "where the layout and equipment actually hinder or at least make it harder to sell. There are other places, and many of them, where the place of business neither helps nor hurts sales. We shall suggest methods of getting the place of business to go to work for you."

Next Dr. Nystrom takes up the problem of going out to get customers. He discusses the question of prospects, indicating the classes of persons who may be considered in that connection and how to locate them. Special classes of prospects, the reasons for concentrating on bankers and merchants, how to go after present car owners, special methods of securing lists of names, how to handle the prospect record, etc., etc., make up the contents of this extraordinarily valuable chapter.

In the final analysis, employees have much to do with the success or failure of any business. Our author emphasises the necessity for making employees something more than mere mechanical salesmen. Space prevents the copious quotation from the section of the book dealing with salesmen and salesmanship that one is tempted to indulge in and we must content ourselves with a mere outline of the contents. What the salesman should know about the car is accompanied by suggestions as to how the individual salesman can secure the necessary knowledge. Steps of the sale, timing calls on the prospect, attitude of the salesman toward the prospect, courtesy, getting on a common plane with the prospect, manner of sales talk, stating the proposition, making the prospect understand, "getting across" the appeal, how to close the sale, is simply a summary of the high lights of this section of the book which make it as valuable to the salesman as to the merchant.

Then Dr. Nystrom proceeds to discuss the demonstration and to show how this may bring out the strong points of the particular vehicle and how the salesman may contribute to making it a pleasing experience that will very probably clinch the deal. In this connection the objections commonly raised by prospects are taken up in detail and suggestions are made as to how to meet each of them.

Advertising next receives its share of consideration and after a general review of the subject the author considers how much the dealer should be prepared to spend in this connection, how to plan one's advertising, when to put out copy, what mediums to use, how the various departments may co-operate to make the advertising comprehensive and convincing, and finally considers who should write the advertising copy. Other methods of advertising, such as road signs and circular letters are discussed in detail, and finally suggestions are offered as to how to cash in on national advertising, free publicity and automobile shows.

In his chapter on Making Money from Accessories Dr. Nystrom shows how the automobile dealer is the logical outlet for accessories and demonstrates that a properly run accessory department is a paying branch of the business. In this chapter such problems are considered as good buying, the man to put in charge of the accessory department, display capital required, what to handle, overbuying, value of sales knowledge, courtesy, the customer always right, maintain prices, cash or credit, service and a score of others, which make it one of the most valuable sections of the book for the dealer considering installing an accessory department.

In the final chapters Dr. Nystrom considers leaks and wastes and the accounting system. The merchant who has had some experience in the adverse part played in the ordinary business by leaks will fall upon this part of the book with avidity. He will find not only an enumeration of the possible sources of waste, but suggestions as to how to stop these leaks. Faulty accounting has been the fundamental cause of many failures in the automobile business in the past and today there are innumerable dealers who are conducting their affairs on entirely erroneous foundations. Expenses are escaping their notice altogether and possibly the time may come when some unconsidered factor of cost may arise and lay them low when they least expect it. The dealer who has read and digested Dr. Nystrom's chapter on The Accounting System That Accounts is in no danger of being caught in that predicament.

Home Made Puncture Proofs

From the numerous penetrating objects encountered by automobile tires a strictly puncture proof tire, in the experience of one who has endeavored to obtain some freedom from roadside delays, is obtainable only by steel studded or armored tires, writes an expert in motor magazine.

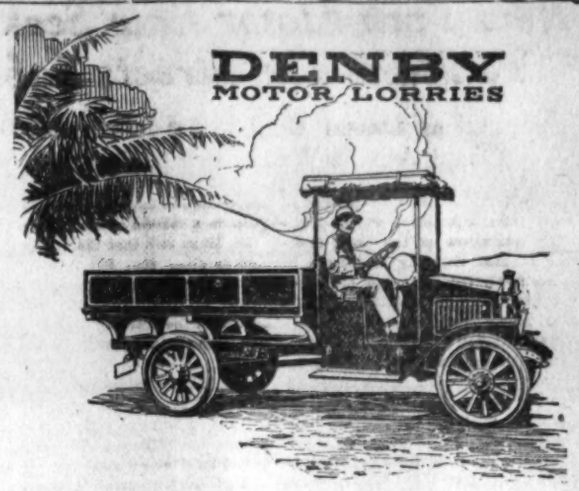
Having used a car equipped with a resilient substance in place of air filled tubes, my experience, briefly, is that the car vibrated perceptibly, the tires seemed to hammer the road, with a noticeable effect in the wear of the tires. In consequence of the solidity of these hard casings the rubber and fabric broke in spots, allowed the filler to crumble and sift out and the flat spots which resulted from this leakage made riding without changing the casing impossible.

While not puncture-proof, any motorist can provide casings on his car which will give excellent results and a great amount of freedom from punctures due to nails, tacks, stones, glass, etc., in a manner that neither entails much expense nor labor. This simply involves placing discarded casings over those in use and fastening them on in some manner to prevent them shifting position. Many tire repair places do this work at a slight cost and if a repair shop is near, it is advised that you have them do the double treading—if not you can do a respectable job yourself in two or three hours.

If you have no old casings these may be secured from a rubber junk dealer at a cost of a dollar or so each. The next thing is a long bladed sharp knife. Lay the casing on the floor, push the knife point through the side wall of the casing next to the bead and cut each bead off.

After this is done the manner of securing the tread in place is to be considered. If it is desired the two casings can be stapled together with copper matting tacks. The tread is placed over the tire and at spaces of eight or ten inches on the circumference, these tacks are driven through from the inside while the outer edge is held against a vise or iron plate to clinch the ends over. This method that I have used with good results, however, makes the tire and tread integral and when it is desired to use either part over again, on another casing, the tacks tend to tear out when separating. For this reason a set of clips were made from thin sheet brass doubled over and six of these were fastened to each edge of the tread by two brake band rivets for every clip. The advantage, of course, here is that any time the tread can be slipped off the casing and a hole can be repaired and vulcanised if ever one happens to get in. In making these clips, procure a sheet of 1/32 inch brass and cut off strips two inches wide, bend one end sharp over and have the ends fastened one inside and one outside the edge of the tread.

The real surprising part of these double treads is the unusual mileage without tire changing. While tacks, glass and stone do get into the outer casing, it is rare that they touch or enter the inner member, and as to mileage I have obtained as high as fourteen thousand, which of itself compensated for the cost or labor involved, without considering the advantage of lessened punctures.



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Load capacities: 1, 2, 2½, 3½, 5 tons.

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Thrifty tyre service means more than just mileage. It means less wear on the costly mechanism of your car. It means less gasoline per mile. It means less money for repairs and less time lost in delay.
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TYRES
give you all these savings because of their wonderful resiliency. The tread is tough, it wears long, but does not sacrifice these other vital economies. Order a set now.
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Ford THE UNIVERSAL CAR

Today will never come again!

TIME wasted on street cars and other ways by some men during the year would buy a Ford Car for them, figuring their time at its money value. If a man earning or making a good income loses one hour each day, his lost time for the year would be worth more than enough to buy a Ford Car. Whatever *your* time may be worth, a Ford will make it more valuable.

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Sit down and figure up what a Ford would save you in time and money, and even without considering the added comfort and convenience in your daily life, you will be convinced that you should get your Ford without further delay.

Keep your eyes open and judge for yourself if

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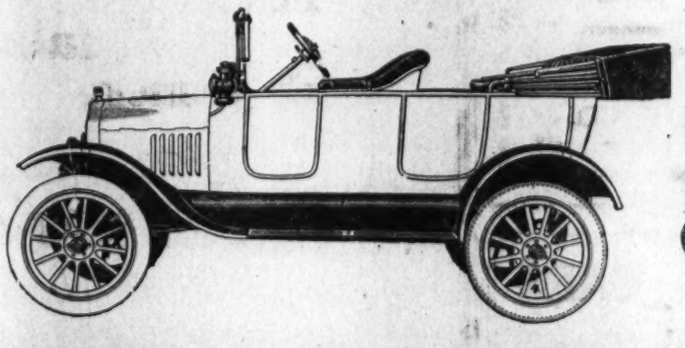

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Ford THE UNIVERSAL CAR

New York Motor Law Seeks To Make The Streets Safer

To Questions Drivers On Use Of Intoxicants And Drugs; Aim To Weed Out Incompetents

New York, June 1.—Secretary of State Francis M. Hugo will hold another conference at the Hotel Commodore next Saturday to discuss in more detail the ways and means of enforcing the new automobile regulations requiring all operators of cars in the City of New York to undergo some reasonable examination. Nothing definite was announced at the first conference with motorists and traffic experts one week ago beyond the statement from Mr. Hugo that he was considering a plan of dividing the city into zones for proper road tests. It seems evident that only new applicants for licenses to drive cars or those whose records in the past have not been above reproach will be forced to stand the test of a road examination.

Despite the protests made at the first meeting regarding the character and number, of personal questions being prepared for all applicants to drive motor cars, there is little doubt that all classes of operators, chauffeurs as well as private owners who drive their cars, will be asked to reply to a more stringent list of questions than ever demanded before. The original questionnaire, as submitted at the first meeting, will undergo some changes, but the strictly personal foundation will remain.

The Secretary of State, in discussing the results of the meting last week, said that he had received many helpful suggestions from New York motorists.

"My attention has been called to a report," he added, "of the New York City Narcotic Relief Station, which shows that out of 1886 applicants for relief from opium, 17 percent had to do with transportation. Such persons are a distinct menace to our streets and highways. The questionnaire will ask some pointed questions in regard to the use of intoxicants and drugs, and false information will become a serious offfense.

"The questionnaire will be a comprehensive one, and one which will be fair to all. The competent operator has nothing to fear, while the incompetent will be forced to raise himself to a certain standard, and in so doing he should bear in mind that experienced, careful drivers on the streets and highways mean greater safety to every one concerned. I think that when the law is in full working order we will have the hearty cooperation of 99 percent of those who operate a car in the metropolis.

"I have no desire to pry into the private affairs of the automobilist any further than is necessary to secure greater safety on our streets and highways. I do not intend to use a questionnaire any longer than is necessary, nor complicated to the extent that it will be irritating, but I expect that it will cover the ground and will serve as a substitute for a road examination which would otherwise be necessary for tens of thousands of operators who have driven cars several years in a careful and sane manner."

Mr. Hugo said that the Traffic Court records show that 503 persons were killed in motor accidents in 1918, and 13,603 injured. For the first two months of the present year the records give fifty-nine persons killed and 1,781 injured.

"While I am perfectly well aware," said Mr. Hugo, "of the fact that many of these accidents were due to the carelessness of the pedestrian, I believe that, with this operators' law efficiently enforced and with a greater cooperation on the part of pedestrians, these figures can be brought to show a decrease, despite the fact that the growth of motor vehicles in the State this year is forging ahead by the tens of thousands.

"It is not expected that any process of examination means 100 percent efficiency. To supplement the safeguards that the examination is intended to throw around the operation of cars, I intend to hold hearings regularly in New York, where reckless and inefficient operators will have their licenses revoked. I have made arrangements to have one of the rooms of the Court of Special Sessions every Saturday, or every other Saturday, which will be used for the purpose of weeding out those who have shown themselves unfit to drive an automobile."

LITHUANIA NEEDS AUTOS

Reconstruction, Says American Representative, Depends On Cars

Lithuania wants automobiles, says C. L. Bernays of the Lithuanian National Council, New York City. It needs a great quantity of motor cars that can withstand travel on war-torn land, he explains, as the first move in Lithuanian reconstruction will be dependent on its transportation. The railroads were almost completely destroyed during the war. Lithuania is a land of individual farmers, with very few towns and fewer cities, and there has been little internal commerce.

"Lithuania is predisposed to the American market," says Mr. Bernays. "For several years before the war its farmers had been gradually introducing American articles into their pursuits. American reapers and plowing machines have done valuable pioneer educational work.

"One million Lithuanians are living in America. Many will return when Lithuanians independence shall have been declared by the Peace Conference, and most of them will take back a thorough and habitual acquaintance with the motor.

MOTOR RACING REVIVALS EXPECTED IN HEAR FUTURE

Track Tragedies No Bar To Sport—French Grand Prix Scheduled For 1920

Despite the fatalities that marred the five-hundred-mile automobile race at Indianapolis on May 31, there are no indications that this recent tragedy in motor speed contests will cause any curtailment of such events previously announced or about to be promoted. Many of the drivers who competed at Indianapolis are preparing for other gruelling contests.

Reports from Europe indicate that the motor interests there are planning for a racing revival next year. The leading motor factories, despite the fact that two or three turned out new racing machines for the Indianapolis event, are not yet in condition to embark systematically upon a racing program. In England, motor cycle contests will provide practically all the automobile sport this year, but it is rumored that the Royal Automobile Club is considering the possibility of reviving its series of Isle of Man races in 1920 and, in addition, there may be a big reliability race.

The famous Grand Prix, it is said, will almost certainly be revived by the Automobile Club of France next year as an event to commemorate the twenty-fifth anniversary of the foundation of that club, and plans for other French motor races in 1920 are being made.

The value of such events to the industry is well expressed by a British motorist who admits that, while having little interest in unlimited speed events on racing tracks, it is recognised that in the hands of students of research they constitute valuable forms of experiment, when all the data is available. Outside of the publicity which is placed upon every stock car model produced by the manufacturer who turns out a specially designed racing machine, the view as expressed above is held by many of the car producers.

As Fred J. Wagner, the veteran motor race starter when contests were in their glory in the United States, pointed out recently, automobile racing has influenced the engineering world to such an extent as to bring about the use of smaller engines, more valve-in-head engines, better lubrication and cooling, greater knowledge of spark plugs and ignition apparatus, engines of lighter weight, higher speed, and more power for their weight and size.

"The racing car designs," he adds, "have taught us more about metals. It is stated that vanadium steel springs owe their origin to racing. The wire wheel got a start in the racing game. The tires of today would not be much better than those of ten years ago if the tire makers had not gained by the experience in racing.

"The engines of today are about one-third the cubic capacity of those of fifteen years ago. In modern races the 300 cubic inch engine is used, and, as there is no rule against smaller ones, some are considerably under this. Engines of 1,000 cubic inches or more were common in the old days. The idea then was that more power would give more speed. It took several years for the designers to learn that streamlining and ease of engine speed, engine and car efficiency made it possible to get along with a smaller and lighter engine.

"When the driver learned that wind resistance was the most important factor in speed, attempts were made to reduce this by narrowing the front of the car, smoothing the sides, and avoiding the construction that might cause air pockets. It was not until 1913 that the use of streamline tails, long exhaust pipes carried to the rear of the car, high sides, and other features were put into effect."

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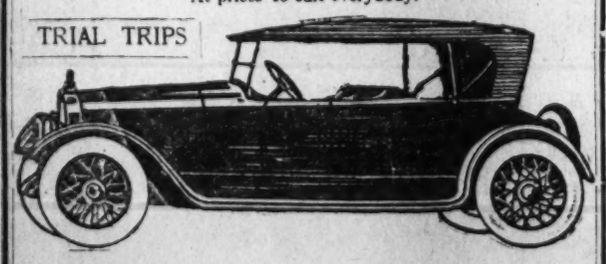

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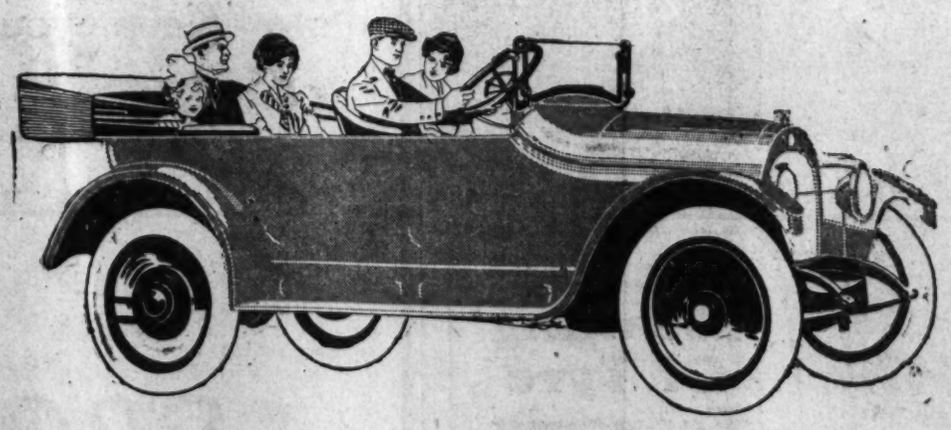

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DODGE WINS ADMIRATION OF NOTED WAR WORKER

Mrs. Ballington Booth, Head Of Volunteers Of America, Congratulates Manufacturers

Among the numerous letters of congratulation received by Dodge Brothers on the performance of their 14,000 cars serving with the American army, there is one in particular which the manufacturers especially prize. It was written by Mrs. Ballington Booth, one of the Volunteers of America, the organisation that endeared itself to the American doughboys for its splendid welfare work in the European war.

The letter, which is in most respects similar to hundreds of others commenting on the service given by Dodge Brothers motor car, is as follows:

"Several times while traveling through France and Germany I was inspired to exclaim: 'I really must write to the Dodge Company when I get home and tell them what I think of their car.' Now that I am home that intention has not weakened. I have spent the whole of this winter in France and Germany amid the mud and rain and shell-torn roads of the battle front, and later over the steep mountains and through the narrow gorges between Luxemburg and the Rhine.

"General Pershing gave me for my use while I served the A. E. F., a Dodge car. With my little company of entertainers I was enabled to go to many of the boys in isolated spots who had no transportation to send for me and would have gone without entertainments had I not had my car. We traveled hundreds of miles, sometimes over almost impassable roads. We scaled mountains, where in every minute we had reason to fear that our little car might balk at further pressure. But we never had a minute's trouble. I can say most emphatically that the Dodge gave splendid service and held out where we have found other cars disabled by the roadside.

"When my service with the army was through and I had to return the car to them I felt as if I was parting with a personal friend and wished that it could run me down to Brest and be taken aboard the transport and sail for home with me.

"From what I have heard from many sources, I believe that others have had just as successful experience with the Dodge at the front as we have had."

The cars that served in the army were of standard specifications, precisely like the Dodge Brothers motor cars that are being built day after day for domestic and foreign markets.

eeeeeeeeeeeee ttttttttt

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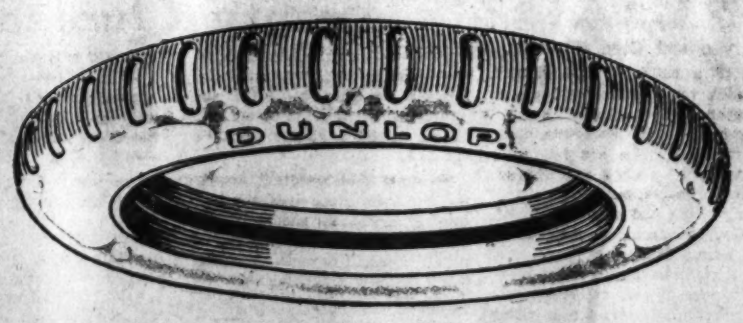

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Health, Beauty And The Home

A Nursery Outdoors

By Mrs. Christine Frederick,

The Distinguished Authority on Household Efficiency.

IN thinking of living arrangements because of warmer weather let not the housekeeper forget the possibilities of her porch—or "piazza," as it is often called.

Much has been spoken of the porch as an outdoor living room for the entire family, but not much seems to have been advanced in its behalf as a nursery for the baby. Now if there is one person in the family who deserves a share in the porch it is the baby or the child under five. And it is the purpose of this talk to make a plea for using the porch as the baby's special Summer room.

There hardly seems place for argument that the baby needs the fresh air which an outdoor room gives. No sleeping room, however much the windows are kept open, will ever have the pure air that outdoors gives.

Now air means as much to the baby as food. After the stuffy Winter in the house which it has probably had the baby needs every ounce of air that it can secure. Why not reserve the porch or some large portion of it entirely for the baby's use?

If the porch is very large sufficient space may be partitioned off by a simple railing. In any case, there should be a balustrade about three feet high from the floor. This will prevent both the crib and the baby falling off the porch; it will also give a firm surface on which to tack netting and, last, serve as a better protection against wind.

The ideal screening arrangement is, of course, specially fitted screens with wood frames to exactly fill the opening of the upper part of the porch. But if this is not possible, good results may be obtained by fastening wire netting to slender uprights. If wire is too expensive, small-mesh black mosquito bar tacked across will last two seasons at least. The important thing to remember is that the baby's porch must be entirely insect proof.

As a child of one year or under should sleep three or four hours in the day time as well as eight hours at night, bringing the crib outdoors is the first move toward the Summer nursery. This may be done in the child's regular white enamel crib, or in a baby carriole, which is another name for a large bed on wheels.

Naturally, the bed must be shielded both from too intense light and from a strong wind. So the next question is that of an awning or ventilating blind. The latter seems more satisfactory, because they do let in some air and because they can be bought in all sizes and handled so easily. They are called "porch shades" by most people. If these are placed inside of the netting so that they can be quickly rolled up and down they form a protection both against light and draught.

The porch nursery may have one open side, in which case it is best to shut it off by a swinging gate. This is a gate about three feet high, over which the child can look, but which acts as a protection to keep it in. The floor of the nursery had best be the original wood floor of the porch, lightly covered with an old blanket which can be taken up easily and washed.

If the child is older it may have in this nursery its low kindergarten table and chairs, toys, etc. There is no reason why a sand box or a mud pile cannot be a part of this corner. There are many damp days when the little child could not be allowed on the ground, but when it could sit on the raised floor to play with a toy in the sand.

Every child likes to play in sand and dirt, and it is the wise mother that will let it do this. I have known children to play for hours in a large sand box of this kind, even in the colder days of Winter, when it would be unwise to let them walk or stoop over the wet ground outdoors.

In warm days nothing would please the child better than to have its meals on this outside table, because it seems more like a picnic. All the time the child is eating it will see the trees or the birds or be pleased at the motion of the air.

Even in rainy weather such an outdoor nursery will serve as a relief to the child who has been cooped up in the house part of the day. If the side is protected by netting the child may play ball or bean bag there without danger of wet feet. Indeed, the outdoor nursery will help solve every mother's problem of where Tommy is and what he is doing. The pains taken to make such a porch convenient for outdoor play will be very slight compared with the great results.

"But my porch is so small, and it is a back porch, and I haven't room for anything but my buckets and brooms," some women will exclaim. If there is a small child in the family the brooms and buckets must find another place, for the child has a right to an outdoor nursery.

In hot weather especially it will be found invaluable. For instance, there is no reason why a little child should not go around in such an enclosure without any clothes on or wearing only a light slip. A daily sun bath will greatly strengthen the child's resistance to disease.

Again, in the very hot weather a child may be put into a foot tub of tepid water on the porch and allowed to play to its heart's content. Since the porch floor is only wood there is nothing to wipe up or spoil. If only more mothers knew that this tepid outdoor foot bath is a wonderful thing in hot weather more of them would try it. Even playing in such a tub with bare feet or with the hands is refreshing.

A small box of the kind of toys that float on water—wax fishes, ducks, etc.—will amuse and keep quiet the noisiest youngster for a long period in the tub.

If mothers complain so frequently that babies are such a care and small children such a nuisance it is largely because the modern home has so little place for children. After all, a child asks only wholesome food, air and a place to play, and this is every child's right. How can we expect children to be quiet and good when they occupy rooms where they are told they "must not touch anything," or where they are scolded for every bit of sand or outdoor plaything they bring into the house?

For the mother who does her own work the outdoor nursery will help almost as much as a servant or nurse for the child. If the gate is fastened she knows he cannot fall out or anything happen to him. If the porch is well screened no insect can do harm. And supplied with a few simple toys the child will play happily there for hours without disturbing the mother at her work.

The reason why so many women who do their own housework and also have small children are so often tired out is because they are constantly running from their upstairs work downstairs to see where Tommy has gone or what he is doing.

Of course, an older child will get restless and want to leave any very small space, but for the baby or the child up to five years of age the outdoor porch nursery is a wonderful aid to the busy mother-housekeeper.

"And when the graceful lines of youth are once attained, take pains to arrange the hair so as to accentuate them to the utmost."

Photograph Posed by MISS ARLINE CHASE at CAMPBELL STUDIO

The Lines of Youth

By Lina Cavalieri,

The Most Famous Living Beauty.

DO people still turn to look after you as you pass? Why not? If you have lost your youthful lines it is your own fault. Every woman is entitled to a good figure. It is her natural inheritance by birth. You may have lived not wisely, but too well, as the resulting embonpoint shows. Or else, you may be one of those undernourished anaemic creatures whose clothes seem to be hung on her shoulders instead of fitted on.

Either condition is equally bad. It is easy enough to regain your girlhood figure if you will only make the necessary effort. But it means effort, of course. Nothing in the world worth while can be had without that.

Perhaps the best way to find out what your figure needs is to scan yourself occasionally in a full length mirror. Then you will be able to decide what are your chief flaws and how to rid yourself of them.

You may find you have a disfiguring stoop. You can rid yourself of this, if necessary, by wearing shoulder braces. On the other hand that apparent stoop may not be due to the actual bending of the shoulders, but to a roll of wholly unnecessary and superfluous fat that sometimes accumulates just below the neck on women who have not yet reached their thirties. This gives you a matronly appearance that you do not deserve.

Remove this unsightly blemish by several methods. First, throw away your pillow and lie with head and feet on a level. Secondly do not slouch, or permit your shoulders to slump down into your chest. Form the habit of standing very erect. Stretch your arms sideways and on a level with your shoulders and twirl them rapidly backward.

There are several preparations which can be used to advantage if applied outwardly. Bathe the shoulders every night for a time with this, rubbing it thoroughly into the shoulders: Iodide of potassium, one ounce; alcohol, twelve ounces.

If your limbs are too heavy, as is quite likely to be the case, the finest remedy of all is to walk not one mile or two, but several miles every day. This will quickly reduce the bulk of unsightly fat and make the muscles solid.

Should you be too thin and want to know how to make your limbs larger and more shapely, you will find that a daily massage of olive oil will plumpen them quite satisfactorily. If your trouble is mainly thin ankles the same remedy is applicable here also.

No figure is attractive if the hips are out of proportion to the rest of the body. They should be neither too large nor too small, but must be in perfect accord with the remainder of the figure. For instance if the body is thin and the hips plump the effect is little short of ludicrous. If the body is ample and the hips flat the hips are incongruous. It is true, Fashion, to whose mandates we must all bow to a greater or less degree, may dictate broad hips one season and narrow hips the next, but their ideal size remains the same.

The majority of women are too highly developed about the hips. Massage and exercise are the best way to overcome this very decided blemish. The hips of a woman should be amphora shaped, as any sculptor will tell you. An amphora is a large vase with lines curved exquisitely downward. If you will study the pictures of the statues of the ancient Greeks, you will be able to comprehend the beauty of the hip line in the natural figure.

But perhaps your abdomen is distended? This is one of the most unlovely developments of a woman's figure and is usually due to carelessness or lack of exercise. Here is a splendid exercise that will help you to do away with this unpleasant addition to your natural figure:

Raise the hands sidewise above the head, bringing the tips of the fingers together. Then, in the posture that swimmers take before they dive, bend slowly forward, keeping the knees straight, until the finger tips reach the ground. Repeat this daily for as long as you can, or until fatigue warns you to stop. Never exercise until you are weary.

Practice the proper posture, too, when you are standing before your mirror taking a critical inventory of your good and bad points, so to speak. Frequently what is termed a poor figure is only the result of standing or sitting incorrectly.

Study not only the front but the profile view of your figure. If the chest sags, straighten up your shoulders and thrust it forward. If the abdomen protrudes, despite your faithful exercising, then learn how to shift your weight until it recedes. The prominent abdomen is, in many cases, only the result of bad habits in standing or walking. If the shoulders curve forward too much, draw yourself erect until they are flat and your figure is normal. Notice how much better you look when you stand right. It will be an object lesson you cannot forget.

Tested Tomato Recipes

By Mary Lee Swann,

Principal, Scudder School of Household Arts.

Frozen Tomato Salad.

COOK 1 quart of canned tomatoes with 2 teaspoons salt, a dash of paprika, 1 clove and 1 thin slice of onion. Strain and chill. Mix with 1 cup of thick mayonnaise dressing. Freeze, using 3 parts ice and 1 part salt. Serve on heart of lettuce leaves.

Stewed Tomatoes with Corn.

COOK 1 finely minced sweet pepper in 2 tablespoons of butter substitute until soft. Then add 1 pint of canned corn, 1 pint of canned tomato, salt and pepper to taste and cook slowly ½ hour. One tablespoon butter may be added before serving.

Jellied Tomato Salad.

COOK 2 cups canned tomatoes with 1 teaspoon salt, ¼ teaspoon pepper and a few drops of onion juice. Strain. Soak 1¼ tablespoons granulated gelatine in ¾ cup cold water for 20 minutes, and add to the hot tomato juice. When the mixture begins to congeal add ½ cup chopped nut meats, ½ cup white grapes or canned white cherries, ½ cup finely shredded celery and 1 or 2 tablespoons finely minced green pepper. Turn into a border mold and chill. Invert on a bed of lettuce leaves and serve with any desired dressing.

Thick Tomato Sauce.

CHOP fine ½ stalk of celery, 1 slice of onion, 1 or 2 sweet basil leaves and a small branch of parsley. Add ½ cup of vegetable oil, ½ teaspoon salt, ½ teaspoon paprika and 2 cups of cooked or canned tomato. Cook gently until well reduced, then strain and use as needed.

Tomato Jam.

FOR each quart of peeled and sliced ripe tomatoes allow ½ cup of mild vinegar, 1-3 cup of brown sugar, 1 teaspoon salt and 1 teaspoon mixed spices. Cook slowly, stirring frequently until very thick.

Tomato Aspic Salad.

COOK 1 can of tomatoes with a small bay leaf, 1 teaspoon sugar, 2 or 3 cloves, 2 teaspoons salt, 1 slice onion and 2 or 3 peppercorns about 20 minutes. Strain. Soak 4 tablespoons granulated gelatine in ½ cup cold water about 20 minutes and dissolve in the hot tomato juice. Pour into shallow, star-shaped moulds, rinsed with cold water and set in a cold place to harden. Invert on a bed of lettuce or crisp chicory. Place a small ball of cream cheese in the centre of each star. Serve with French dressing.

Tomato Cream Sauce.

COOK 1½ cups tomatoes with 1 stalk of celery, 1 slice of onion, a sprig of thyme, a bit of bay leaf, 1 teaspoon salt and a dash of pepper. After boiling 20 minutes rub through strainer, add ¼ teaspoon soda and 1 cup of white sauce.

Tomato Timbales with Cheese Sauce.

SIMMER 1 can of tomatoes with 1 cup of water, 1¼ teaspoon salt, ¼ teaspoon pepper, 2 slices of onion, 3 or 4 cloves and 2 tablespoons of sugar for about 15 minutes, and then press through sieve. Add ¼ cup of cracker or bread crumbs and 2 slightly beaten eggs. Pour into greased timbale cups and bake in a moderate oven about 20 minutes, or until firm in centre. Turn out on serving dish and serve with cheese sauce, made as follows: Melt 1 tablespoon butterine, add 1 tablespoon cornstarch and blend well. Add 1 cup milk and stir constantly until it boils. Beat thoroughly while adding 1-3 to ½ cup of grated cheese, ½ teaspoon salt and a dash of paprika and mustard.

Scalloped Tomatoes.

SEASON 1 quart of cooked tomatoes to taste with salt, pepper and a few drops of onion juice. Cover the bottom of a greased baking dish with cooked rice. Cover the rice with tomatoes and repeat until all the tomatoes are used. Bake in a hot oven.

Tomato and Corn Chowder.

CHOP a half-inch slice of salt pork very fine and put into a saucepan with 1 finely chopped large onion. Stir frequently until the pork and onion are delicately browned. Then add 2 cups each of canned tomatoes, canned corn and boiling water, and a small sprig of parsley, if desired. Simmer gently one hour. Parboil 1½ cups of sliced potatoes about 8 minutes, drain, rinse in cold water and add to the corn and tomato mixture. Season with 2 teaspoons salt and ½ teaspoon paprika. Simmer until the potatoes are perfectly tender. When ready to serve add scalded milk or boiling water to give the desired consistency.

Stuffed Tomato Salad.

WASH and skin 8 medium-sized tomatoes. Remove a piece from stem end of each, scrape out soft inside, sprinkle inside with a little salt, invert and stand in icebox for an hour. Cream 1 package cream cheese, add 3 or 4 finely chopped olives or gherkins, 1 tablespoon tomato pulp and salt and paprika to taste. If necessary, moisten with a little French dressing. Fill tomatoes with this mixture, chill again and serve on beds of heart lettuce. This salad may be served with a boiled or mayonnaise dressing.

Beauty Questions Answered

MY eyebrows are very thin and my lashes show a bothersome tendency to curve inward, usually on the lower lid. What should I do for them?—A. C. A.

To avoid that resultant dangerous irritation of the eyes, those incurving eyelashes should be removed by careful manipulation of a pair of small forceps, especially made for this purpose. For eyebrows that are weak and thin this lotion is excellent and should be applied frequently:

Sulphate of quinine...10 grains
Oil of sweet almonds.. 2 ounces

MY skin is mottled and unpleasant looking. Can you tell me how to clear this up?—D. A. B.

Why don't you try a complexion mask? There are a number of mask pastes of various sorts that are admirable for this purpose. From them I select this one as the most efficacious:

Liquid honey ..... 1 ounce
Barley meal ..... 2 ounces
White of one egg.

After thoroughly cleansing the skin at night, first with cold cream and then with warm water and a mild soap, apply the paste. In the morning, add ten drops of tincture of benzoin to a quart of warm water and with this remove whatever of the paste remains on the skin.

WHY is it that my little girl's hair has a patch right at the edge of her forehead that will only go a certain way, and is there any way of correcting this? —MRS. A. S.

The reason for this is that the hair follicles in the place you mention are set obliquely into the skin, thus giving it the peculiar "set" or direction that causes you so much annoyance. Brushing will not overcome this tendency, although it will help to coax the hair to lie more nearly in the direction you desire. You should arrange the child's hair in some simple way whereby you can take advantage of this peculiar slip-up on the part of Nature.

WHAT do you think is the best way to keep the skin of the face in good condition?—DORA D.

Just before retiring every night I advise giving the face three baths. First, rub on a liberal amount of cold cream to remove the grime and coarser dust; second, give your face a thorough scrubbing with tepid water and a good soap that agrees well with your skin. If possible rinse the face in water softened with borax or benzoin, and, last of all, apply another light coat of cold cream, which should be left on over night.

PLEASE tell me what to do for a dead looking, pimply and mottled skin?—S. C.

Take plenty of hot baths. Keep your interior mechanism thoroughly cleansed. A mottled, pimply skin is an infallible sign of a defective diet. Drink lemon juice slightly diluted with water in the morning. The juice of an entire lemon pressed into the glass and diluted with the same quantity of water will do wonders in cleansing the stomach and in clearing the skin. A good remedy for a dead-looking skin is to take a teaspoonful of grape juice with the same quantity of olive oil night and morning.

HOW can I keep the edges of my finger-nails clean? I clean them twice a day, but they never look white very long.—F. C. J.

Evidently you use a sharp or jagged instrument to clean them. This keeps the sensitive skin underneath the nail continually lacerated and broken, thus forming a perfect harboring place for grime and dust. Never use anything under the nails harder than an orangewood stick wrapped about with a bit of cotton. Dip this cotton into a solution of peroxide of hydrogen and you will soon have a snowy white rim to your nails.

Spring Salad Hints

HERE are a few suggestions for salads, all of which are particularly appetizing in the Spring:

Cress and orange, French dressing.

Grapefruit and endive, French dressing.

Chinese lettuce, French dressing.

Hothouse cucumbers, French dressing with chives.

Canned asparagus, French or mayonnaise dressing.

Lettuce, sliced prunes (slightly cooked), pecan nuts, French dressing.

Molded swiss chard (canned), eggs, sauce tartare.

Fresh spinach, molded, sliced tongue, sauce tartare.

Lettuce, macedoine of vegetables in tomato jelly, mayonnaise.

Mayonnaise of cabbage.

Cabbage, cooked dressing with whipped cream.

Canned asparagus and shrimps, mayonnaise.

Cabbage, pimentos, hard-cooked eggs, mayonnaise.

Potato, sardines or anchovies or smoked salmon, eggs, French dressing.

Potato, sliced pecan nut meats, cress, French dressing.

Mayonnaise of lettuce, cream cheese and pimentos.

Lettuce, cheese, canned pears, tango dressing.

Lettuce, roquefort cheese, French dressing with mustard.

Lettuce, canned apricots, chopped nuts, mayonnaise with whipped cream.

Lettuce, sliced bananas and pecan nuts, French dressing.

Endive or lettuce, pineapple, nuts, mayonnaise with whipped cream.

Appetizing Menus for the Week

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
Breakfast	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*
Stewed Prunes, Milk Toast, Coffee.	Oatmeal, Sliced Bananas, Potato Omelet, Carrot Marmalade, Muffins, Coffee.	Stewed Fruit, Creamed Dried Beef, Toasted Muffins, Coffee.	Cereal, Baked Potatoes, Crisp Bacon, Toast, Coffee.	Cereal, Stewed Rhubarb with Raisins, Toast, Coffee.	Stewed Fruit, Oatmeal, Coffee.	Cereal, Waffles, Orange Honey, Coffee.
Luncheon	*Luncheon*	*Luncheon*	*Luncheon*	*Luncheon*	*Luncheon*	*Dinner*
Tomato Soup, Croutons, Banana and Rhubarb Whip, Sugar Cakes, Tea.	Toasted Cheese Sandwiches, Stuffed Dates, Tea Cakes, Tea.	Potato Chowder, Spinach Salad, Rye Bread, Apples Porcupine, Tea.	Boiled Rice with Milk, Cookies, Tea.	Stewed Corn with Tomatoes, Bread Sticks, Salad, Cookies, Tea.	Boston Baked Beans, Brown Bread, Prune Whip, One Egg Spice Cakes, Tea.	Smothered Chicken, Boiled Rice, Mashed Turnips, Spring Salad, Stewed Figs, Custard Sauce, Coffee.
Dinner	*Dinner*	*Dinner*	*Dinner*	*Dinner*	*Dinner*	*Supper*
Broiled Fish, Canned Peas, Lettuce and Radish Salad, Spoon Cornbread, Baked Apple Tapioca, Coffee.	Boiled Tongue, Spinach, Baked Potatoes, Raisin Pudding, Coffee.	Vegetable Soup, Rolled and Stuffed Steak, Boiled Onions, Picalilli, Baked Custard, Coffee.	Mutton Chops, Mashed Potatoes, String Beans, Tomato Jelly Salad, Cocoanut Bread Pudding, Coffee.	Boiled Salmon with Egg Sauce, Boiled New Potatoes, Buttered Beets, Loganberry Shortcake, Coffee.	Liver in Casserole with Vegetables, Riced Potatoes, Asparagus Salad, Fruit Popovers, Half Cups Coffee.	Chicken, Potato and Green Pepper Hash, Nut Cookies, Tea.

Housekeeping Helps.

Cleaning Gas Burners.

REMOVE the burners and boil in a strong solution of water and washing soda. After this a wire should be poked into the orifices.

A Neat Range.

TO keep your gas range looking neat wipe off the enamel surfaces with a damp cloth after the range has cooled each time after using.

To Prevent Waffles Sticking.

SPREAD melted lard or lard substitute over both sides of the iron with a pastry brush. Pour the batter in, but do not spread with a spoon. Then close the iron and turn it over in order to spread the batter in just the right way.

A Sweeping Compound.

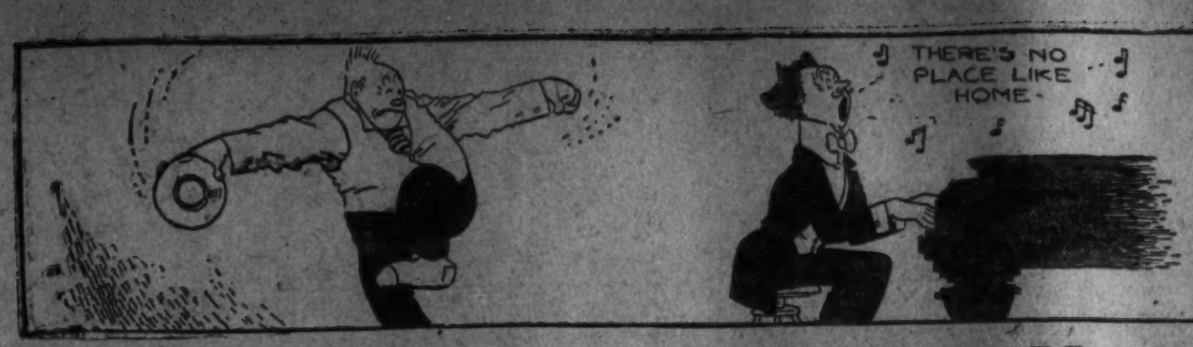
SATURATE a quantity of corn meal or coarse salt with just enough kerosene oil to moisten.

A Dust Mop.

SOAK an ordinary mop in twenty cents' worth of paraffin oil until thoroughly saturated. After using four or five months wash and oil again.

Carpet Cleaning Fluid.

DISSOLVE four ounces of good, white soap in four ounces of boiling water. When cool add five ounces of ammonia, two and a half each of alcohol and glycerine with two ounces of ether or chloroform. To use, shake well and use in proportion of one tablespoonful to a pail of warm water.



Sporting and Comic Picture Section

Sunday, July 20th, 1919

Bringing Up Father

MAGGIE-DO YOU THINK THERE IS ANY CHANCE OF ME GITTIN OUT TONIGHT?
I DON'T THINK- I KNOW THERE ISN'T!
1
HELLO-WHO'S IN MY ROOM?
THE MAID, CLEANING-I OFTEN WATCH YOUR SHADOW TO MAKE SURE YOU DON'T SNEAK OUT-
2
I GUESS THAT LOOKS ENOUGH LIKE ME SHADOW
3
NOW FOR ME GIT-A-WAY!
4
POOR JIGGS- I GUESS I'M TOO HARSH WITH HIM-
5
THERE'S A GENT TO SEE MR JIGGS HE LOOKS LIKE A BUM-
IT MUST BE A FRIEND OF HIS-I'LL SEE HIM!
6
I'M AM OLD PAL OF MR JIGGS- KIN I SEE HIM FOR A MINUTE?
I'LL LET YOU SEE HIM TONIGHT-BUT—
7
SOMETHING TELLS ME- ALL IS NOT WELL-
JIGGS-HERE'S A GENTLEMAN TO SEE YOU—JIGGS- ARE YOU ASLEEP?
8
HERE'S WHERE BEAT IT!!
?
9
HELLO-JIGGS! SEEN GROGAN? HE'S OUT OF JAIL AN WENT TO YOUR HOME TO SEE YOU!
WHAT! I GUESS ID BETTER RUN HOME!
10
SAY GROGAN- HAVE YOU BEEN TO MY HOUSE?
YES-AN TAKE MY ADVICE AN' DON'T GO HOME
11
WELL-I THINK I'LL SLEEP ON THE ROOF-
GEO MCMANUS
12

SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, JULY 20, 1919

CLUB TEAM WINS FROM DEFENDERS

S.C.C. Defeats Defense Forces Cricketers In Best Of Day's Three Matches

RECS BEAT THE PARSEES

Losers Start Well But Weaken; Police Take Game From Navy

Cricket yesterday afternoon was not what it should have been, due probably on account of the long absence of players from the playing fields through the adverse weather we have experienced lately.

Three games were on the boards yesterday, the principal and most interesting proving to be the Shanghai Cricket Club against the Defense Forces. The Defense Forces with E. W. Stagg captaining them batted first in a bright and far from cool sun. Clifford and Pearson were first up and remained together, scoring somewhat slowly till 12 was reached, when the latter succumbed to Read. Anderson and Clifford then made a good stand for 35 when Clifford had to take the count, due to Read again. Anderson, Lover and Chandler retired in order with the score board only one run up when Leslie joined Stagg and these two were responsible for the 50 mark being reached. Leslie then tried his well known pull to leg but found Barnes waiting patiently out in the country. Stagg in the meantime had been carrying on the good work and it was only due to his good work with the bat that his side were able to claim the victory. Stagg had the misfortune when at the 47 mark to sprain his thumb but stuck at it and had the pleasure of carrying his bat through for a well earned 56.

The S. C. C. tried five bowlers but only two were successful, Itead with 8 wickets for 33 runs, and Hansell with the remaining two at a cost of 55. Fielding as a whole was a very creditable performance and the S. C. C. can rest assured that it was not that which lost them the game but their tail end, which did not wag sufficiently.

Clifton and Deeks were sent out after the interval to face Grimshaw and Pearson but the partnership was dissolved when 6 was reached, Clifton's wicket going down to Grimshaw, caught by Anderson. Hayward, whom we well remember seeing on the cricket field three or more years ago but who has been away playing a more noble game, then joined Deeks and the two put up a very strong stand till the 59 mark was reached, when Hayward had to retire, caught by Lover to Grimshaw's bowling. Knight and Deeks carried on but only for a short spell, the change of bowlers proving Deeks' death knell with 39 to his credit. Knight retired through the medium of Pearson for 19. The tail was sadly lacking and Dr. Morris had to admit defeat by 34 runs. The bowling honors for the Defense Forces were even, Grimshaw, Pearson and Clifford taking three wickets apiece; Clifford though had the advantage in the averages. Fielding in the catching department was a little weak, Deeks and Hayward being given more than one life.

The figures:

Defense Forces

W. C. G. Clifford, b. Read	14
J. M. Pearson, b. Read	5
W. G. Anderson, st. Deeks, b. Hansell	9
E. G. B. Lover, l.b.w., b. Read	0
E. W. Stagg (Capt.), not out	56
G. W. Chandler, c. Deeks, b. Read	1
A. H. Leslie, c. Barnes, b. Read	8
W. J. Monk, b. Hansell	9
D. H. Cooke, b. Read	16
G. H. G. Caulton, b. Read	0
R. Grimshaw, c. Barnes, b. Read	0
Extras	14
Total	132

Bowling Analysis

	O.	M.	R.	W.
W. Hansell	16	1	55	2
W. Read	5	3	33	8
E. Cumming	2	–	12	–
H. Morriss	3	–	13	–
C. Knight	1	–	5	–

S. C. C.

F. W. Clifton, c. Anderson, b. Grimshaw	3
S. J. Deeks, b. Clifford	39
A. W. Hayward, c. Lover, b. Grimshaw	11
C. Knight, b. Pearson	19
W. N. Hansell, c. Stagg, b. Grimshaw	2
W. S. Read, b. Clifford	9
H. H. Morriss (Capt.), c. Caulton, b. Pearson	1
E. O. Cumming, run out	0
R. Bauld, l.b.w., b. Clifford	0
D. Yates, c. Anderson, b. Pearson	4
E. G Barnes, not out	1
Extras	9
Total	98

Bowling Analysis

	O.	M.	R.	W.
R. Grimshaw	13	2	36	3
J. M. Pearson	16.1	2	27	3
W. C. G. Clifford	8	1	26	3

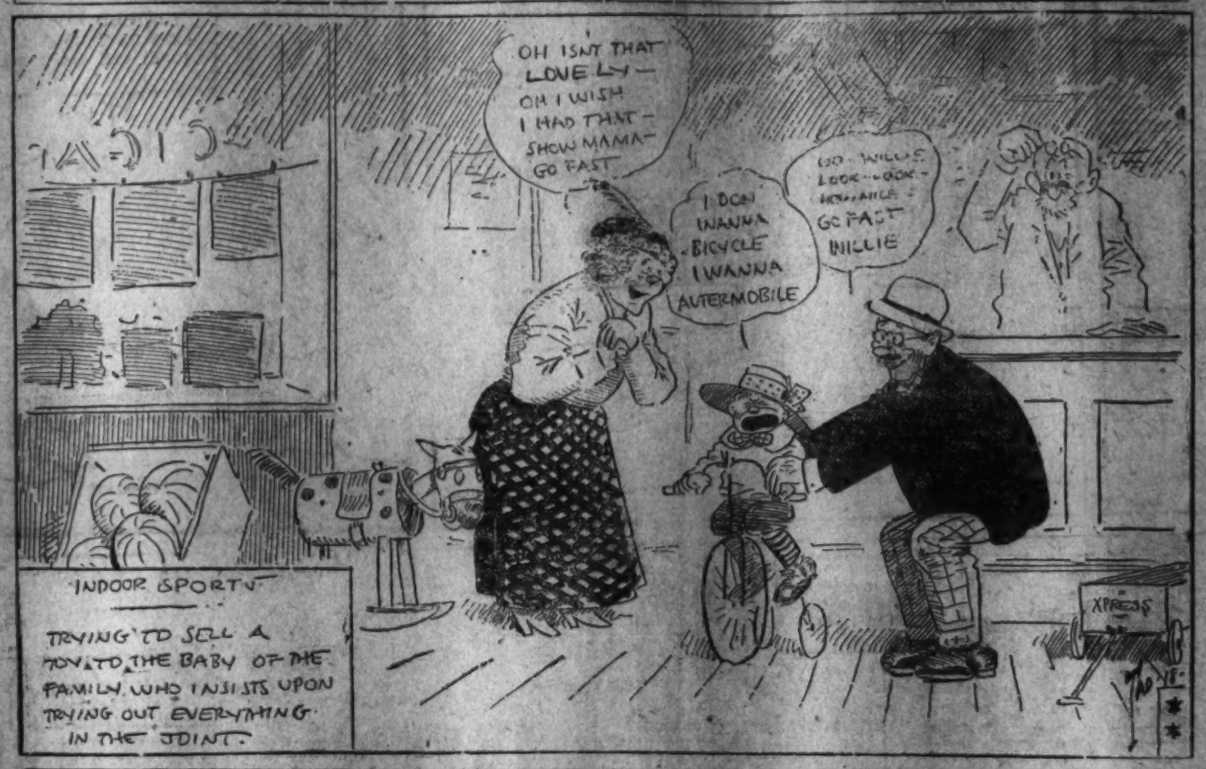
Recs Beat Parsees

The Shanghai Recreation Club versus the Parsee Cricket Club was the next most attractive fixture on the cricket bill yesterday afternoon and at one time looked to be the most exciting.

The Recs, who lost the toss, had the pleasure of fielding and they certainly had a good time for Capt. Ragi in deciding to send Bhoora and Damri out caused the Recs, through the former batsman's good hitting, a lot of leather hunting. Damri was disposed of by Olierdessen very early in the game but Ragi, who partnered Bhoora, stayed till 42 was reached when he had to take to the shelter of the pavilion, thanks to Manley. Bhoora seemed very nicely settled and was continuing to make hay till after Quincey had caught Shroff to Manley's

(Continued on Page 3)

INDOOR SPORTS By Tad


OH ISN'T THAT LOVELY— OH I WISH I HAD THAT— SHOW MAMA— GO FAST
I DON WANNA BICYCLE I WANNA AUTEMOBILE
GO WILLIE LOOK—LOOK— HOW NICE GO FAST WILLIE
XPRESS
INDOOR SPORTS
TRYING TO SELL A POTATO TO THE BABY OF THE FAMILY WHO INSISTS UPON TRYING OUT EVERYTHING IN THE JOINT.

At The Theaters

Pauline Frederick appears as star in a new Paramount picture, "Her Better Self," which opens today at the Olympic theater as the main feature of a new program. It is an interesting drama in which is unfolded the story of a social butterfly who falls in love with a young doctor. The picture with a program of comedies will also be shown on Monday at the Olympic.

"Unconquered," a gripping drama of modern society life, is the feature offering of the new bill at the Victoria theater. It is a Paramount picture in which Fanny Ward is star. The picture will be shown today and tomorrow.

At today's matinee at the Apollo theater new episodes in the serial picture, "The Lightning Raider" are to be shown. These are Episode 7, "Meshes of Evil" and Episode 8, "The Cave of Dread." Tonight the main offering of the bill will be "The Man From Bitter Roots," in which William Farnum is star. For three days beginning Monday added installments of "The Lightning Raider" will be shown on the program at the Apollo which will include a comedy, "Toto's Troubles," and Pathe's British and American Gazettes.

At a matinee this afternoon at the Isis theater the third and fourth episodes of the "Master-Serial" and also new episodes in "The Bull's Eye" will be shown in addition to a special Chinese performance. Besides the serial picture episodes and the Chinese performance, tonight's program at the Isis will include Triangle comedies. This bill will also be shown tomorrow at the Isis.

In the Mixed Court

A leak having developed in one of her best brass kettles, Mme. Nyen called in a brass smith and exclaimed to him about the hardness of the times. With tears in her voice she described the difficulties of keeping the roof over the Nyen family's collective head and the wolf from the courtyard. Then too, the children had all been ailing lately and life had been one continual round of expensive calls at the temple and on the fortune teller, with sacrificial feast following sacrificial feast. Altogether the strain on the family finances was something fierce and she didn't know however they'd get through the winter. How much would it cost to mend a very small hole in an essentially cheap kettle?

The brass smith agreed implicitly with Mme. Nyen about the soaring cost of living and gave her a few instances out of his own grievous experiences. His own family had been made up principally of chronic invalids for several generations and recently the rent had been raised for his shop. Out of pure sympathy and in a spirit of comradeship in grief he would mend the pot for eleven coppers.

Mme. Nyen called upon the aggregate ancestry of both parties to bear witness that she was dealing with a robber.

In the meantime Mme. Tong had stepped over from next door to exhibit a neighborly interest in the proceedings. Mme. Nyen and the smith went over the whole matter for her benefit and said they'd leave it to her. Mme. Tong said she thought the price suggested was reasonable.

Whereupon things became extremely animated in the Nyen kitchen and the brass smith, after standing about a bit as an interested observer slipped unnoticed out of the door and went away without saying goodbye.

Next morning Mr. Tong Tang-wha met Mr. Nyen Toong-tong in the alleyway upon which their houses abutt and told him how surprised he was to find that Mr. Nyen's wife was an little of a lady as to hit her very nearest neighbor, Mme. Tong, with a chair. Mr. Nyen said his understanding of the affair was that the furniture had been applied to Mme. Nyen and invited Mr. Tong over to the nearest teashop to talk the matter over.

Five minutes later the teashop proprietor, aided by three assistants and two policemen, pried Mr. Nyen and Mr. Tong apart and Mr. Tong placed a charge of deliberate and deadly assault against his neighbor.

In court the following morning Mr. Nyen submitted that the whole chain of consequences was due to Mme. Tong having come over to his house and interfered with a purely personal business transaction of Mme. Nyen's.

The Magistrate listened attentively to Nyen's argument and then told him to pay $2 into the court exchequer and $3 to Mr. Tong in respect of damages suffered by himself and family.

Another Attempt Flivvers

Protesting bitterly that things had come to a lamentable pass when a man couldn't be allowed to drown himself without interference, Lieu Dong-foo was dragged out of the Soochow Creek near the Fokien Road bridge and gingerly taken into custody by a Chinese Police Constable.

Lieu protested to the court next day that there were times when suicide was not only justifiable but practically imperative. A man had to defend his own honor, didn't he? Here he was, an esteemed and hardworking hawker, and he had been subjected to insult which absolutely demanded that he leave this vale of acrimony for kindlier parts.

How so? the court inquired.

Well, said Lieu, being in need of 20 cents he had gone to a fellow hawker and asked the loan of that amount. The other hawker had refused the loan. That was all right—he didn't mind being turned down—as a matter of fact he was used to it. But this benighted and soul-warped seller of spoiled fruit had intimated in the presence of witnesses that if he lent Lieu 20 cents he would be out just that amount for the rest of his life. After that what was there for him to do but jump into the creek?

The court told him that the thing to do was busy himself a little more at his hawking and a little less in thinking about his personal feelings and warned him that if he was caught drowning himself again he would have real cause to wish himself among his ancestors.

The Retort Emphatic

Siau Ah-kwei had not seen Lieu Tsan for several months until he met him in a Muirhead Road teashop the other day.

Siau greeted Lieu effusively.

"Awf'ly glad to see you," he bubbled. "How about that $12 you owe me?"

Lieu looked hurt, but not nearly so hurt as Siau did about 2 seconds later.

In court Siau unfolded a handkerchief and showed the Assessor and Magistrate the fragments of the teapot with which Lieu had replied to his question and the court told Lieu he could pay $10 or stay ten days.

Band Concert Tomorrow

The following program will, weather permitting, be played by the band in the Public Garden tomorrow evening, beginning at 5:30 o'clock.

March—In the Land O' Yamo, Yamo ..... Fisher
Overture—Giovano d'Arco ... Verdi
Waltz—Language des Fleurs. Roberts
Selection—Maritana ..... Wallace
Fox Trot—Last Night ..... Spencer
Selection—H.M.S. Pinafore. Sullivan

A. de Kryger,
Conductor-in-Charge.

Lawn Tennis

The third round of the Shanghai Lawn Tennis Association's Hong Doubles will be played tomorrow.

Lawn Bowls

The Recreation Club yesterday entertained the Shanghai Junior Golf Club to what at one time was a very close game but which eventually turned out to be defeat for the homesters by 24 points.

Rink No. 2 was very keenly contested and resulted in the visitors winning by the odd point in 55. Rinks Nos 1 and 4 went down badly to the visitors the tallies being 16 to 28 and 13 to 28 respectively. Rink No. 3, another of keenly contested ends, proved a win for the homesters in the last lap the final score being 20 to 16. All rinks turned out as advertised.

Swimming Standings

Standing of Swimmers in Rowing Club 1919 Series.

	1-length handicap	Running Headers	2-length handicap	Standing Headers	Total
Brodie, E. A.	3	4	1	2	10
Brown, J. B.	0	3	1	3½*	7½
Donald, A. E.	1	0	0	0	1
Fardel, H. L.	0	0	0	1	1
Featherstonhaugh, E. C.	4	0	1	0	5
Goldman, A. P.	2	2	1*	3½*	8½
Henry, F.	0	0	1	0	1
Henry, J. E.	0	0	1	1	2
Nash, A. E.	0	0	1	0	1
Scriven, A. E.	1	0	1	0	1
Starling, A. W.	0	0	1	0	1

*Tie for first place.

Points are allotted as follows: First place 4, Second place 3, Third place 2, while 1 point is allowed to each competitor in each event who does not get one of the first three places.

Tientsin Beats Shanghai; Filipinos Lose To Navy Nine

15th Infantry Wins By 5-4 Score; Sailors' 4-3 Victory Comes After Eleven Innings Of Great Ball

Two games are scheduled at the Race Course this afternoon. The first, between the Navy and the 15th Infantry, will start at three o'clock sharp. Shanghai and the 4th Philippine Infantry play the second.

After Shanghai had lost to the 15th Infantry of Tientsin in a rattling game by the score of 5-4, the Navy nine sprung a surprise by hanging a 4-3 defeat on the 4th Philippine Infantry after an 11-inning struggle. The score of the second game was 4-2, Brunner's triple and Wood's single pushing across the winning tally in the 11th.

Thus opened the benefit series of baseball games to be played for the British Women's Work Association and the American School.

It was an ideal start. A big crowd that packed the grandstand, first and third base bleachers and overflowed on the right field bleachers. And the crowd saw two baseball games replete with splendid pitching, spectacular fielding and a fair amount of hitting.

British Consul Pitches

The British Consul-General, Mr. J. W. Jamieson, threw the first ball that officially opened the series. He was introduced by United States Consul-General Thomas Sammons, who spoke of the increasing popularity of baseball in countries other than the United States. Mr. Sammons called for three cheers for his British colleague and the crowd rose and yelled. Mr. Jamieson thanked the Americans for the privilege of opening the series, spoke of the King throwing the first ball at the 1918 Army-Navy game in London and was then ushered to the pitchers' box by Mr. Sammons.

Before going out on the diamond Mr. Jamieson took off his coat and before he let the ball go, wound up in true American style. The ball was a little wide but Empire Chapman called it a strike.

Vice Admiral William L. Rodgers threw the first ball in the second game.

This afternoon the Japanese Admiral is to throw the ball and a big crowd will be out to see the doubleheader which starts at three o'clock. General Lu's band from the Arsenal played before the game and between the innings yesterday and the band from the U.S.S. General Alava will provide music this afternoon.

Two Great Ball Games

The big crowd that gathered at the Race Course yesterday saw two great old ball games. The rooters saw Shanghai lose because the stage-struck locals cracked behind Johnny Scott, who pitched a steady—and at times brilliant—game.

And that second game! Eleven innings of fighting baseball with twice that number of features, eleven innings of nip-and-tuck playing that kept the big crowd on edge. For the Navy had the game on ice until Hopkins blew up in the sixth and then the Navy hurler dropped his anchor into ground solid enough to hold him steady for the five remaining frames.

Johnny Scott Over-Ruled By Pals On Shanghai Team

Overruling Johnny Scott and a minority of his mates Shanghai insisted upon the 15th Infantry taking the opener of the series in a 5-4 contest which was good to watch even though the outcome should have been reversed.

Scotty pitched a sterling game of ball and with a little stancher support would have chalked up a win. Three of his team's four runs were of the hard-worked-for sort, while the visitors were aided in each of their tallies by Shanghai slip-ups. Scott allowed three singles for the nine innings, as against six hits gathered by Shanghai, and fanned six, as compared with eight strike-outs by White and Gooslaw.

Shanghai journeyed first to the plate and were first to draw blood, Gill, baffled by the complexity of Consul-General Jamieson's delivery, showed a supreme indifference for White's hurling and took first after four wide ones had sipped past. Crow laid down a neat little bunt which put his predecessor on second and then Cy Wilhoit rose to the occasion with a nifty single into center field, spelling the first run. Cy was out at second when Scott rolled one to shortstop and Drinkard caught the latter trying to steal a minute later.

The soldiers also succeeded in putting the first man up over the plate, but by less legitimate means. Gibbens duplicated Gill's stunt by drawing a walk. Owens popped to Scott for the first out, Nunns got winged by a pitched ball and when Collins dropped Wilhoit's toss of Drinkard's grounder the bases were full and the air was full of impending calamity. Ashworth lashed one across the diamond which Scott was just able to break so that Hoffman by a quick recovery shot the batter dead at first, Gibbens scoring on the play. Buckley fanned to retire the side.

The second inning was a blank for both sides though the 15th had a man on second, French dropping Maguire's fly. The runner was trapped between second and third and run down by Crow, Cooper and Hoffman after White had grounded toward third.

Nunns got in the way of another of Scott's benders after Owens was out in the third, took second on Cooper's bobble of Ashworth's rap and scored when Buckley singled to left.

Shanghai evened it up again at the start of the fourth. Crow was out when Maguire went back to the bleachers to make a hard catch of a long foul but Wilhoit was safe on an error of shortstop and promptly stole second, from which point he raced in when Scott poled a clean single to center. Scotty stole but Cooper fanned and Bradley flied out to right.

The doughboys put what proved to be the clincher on the game in the next inning when two errors and a similar number of hits blossomed into three runs. Maguire, first up, rolled to Scott for the first out. White looked like an out too, but with two strikes called he poked one across the grass to Cooper and was safe when the latter fumbled. Gibbens singled to right and Owens followed with another single to center which Smith failed to field, two runs coming across. Owens added the third while Nunns was being put out—Cooper to Wilhoit. Wilhoit ended the round by a classy grab of Drinkard's foul back of first. From this point on the soldiers never threatened. They got not the vestige of a hit and only got two men on the bases—Nunns drawing a pass in the seventh and stealing second, and Dupuis reaching first on Hoffmann's error in the last.

Smith poled a nice hit to right in the Shanghai fifth but got caught going down to second.

The sixth brought the head of Shanghai's batting order to the pan and the civilians made a brief but gallant rally which brought them within one of tying the score. Gill started it off by drawing his second pass and stole second in time to skate home on Crow's deft clout to right. Crow made second on the throw-in. Wilhoit and Scott flew out but Cooper selected one of White's likeliest looking slants and laced it down along the left field foul line for two bases, bringing Crow home with the final tally. Cooper perished at second when Bradley fouled to Buckley.

Semansky hit for White in the last of the sixth and Hoffman went over beyond second to spear his liner. This brought Gooslaw into the game for the seventh to supplant the slipping White and he celebrated his advent with three strike-outs.

After that it was one, two, three for the locals, save that Gill annexed a single to start the eighth, being nailed by Drinkard at second.

Shanghai

	AB	R	BH	PO	A	E
Gill, lf	2	2	1	1	0	0
Crow, 3b	3	1	1	1	1	0
Wilhoit, 1b	4	1	1	12	0	0
Scott, p	4	0	1	1	4	0
Cooper, 2b	4	0	1	0	4	3
Bradley, c	4	0	0	6	0	0
Hoffman, ss	3	0	0	2	2	1
Smith, cf	3	0	1	1	0	1
French, rf	3	0	0	0	0	1
Totals	30	4	6	24	11	6

15th U.S. Infantry

	AB	R	BH	PO	A	E
Gibbens, 2b	3	2	1	2	3	0
Owens, rf	4	1	1	3	0	0
Nunns, cf	1	1	0	1	0	0
Drinkard, c	4	0	0	6	4	0
Ashworth, lf	4	0	0	0	0	0
Buckley, 3b	4	0	1	1	2	0
Dupris, ss	4	0	0	2	0	1
Maguire, 1b	4	0	0	9	0	0
White, p	2	1	0	1	2	0
Semansky	1	0	0	0	0	0
Gooslaw, p	1	0	0	0	1	0
Totals	32	5	3	27	12	1

Score By Innings

	1	2	3	4	5	6	7	8	9	R	H	E
Shanghai	1	0	0	1	0	2	0	0	0	4	6	0
15th U.S. Infantry	1	0	1	3	0	0	0	0	x	5	3	1

Earned runs—Shanghai 3. First base on errors—Shanghai 1; 15th Infantry 5. Left on bases—Shanghai 2; 15th Infantry 7. Two base hit—Cooper. Stolen bases—Gill, Wilhoit, Scott, Nunns. Struck out—by Scott

6; by White 5; by Gooslaw 3. First base on balls—off Scott 2; off White 2. Hits off White 5 in 6 innings. Hit by pitched ball—Nunns, 2. Umpires—Chapman and Logan. Time of game—one hour and thirty-five minutes.

Spectacular Plays Feature Navy Win Over Filipinos

Hopkins presented the Filipinos three runs in the sixth after two passes and three singles had given the Navy as many tallies in the third. From then on it was anybody's game. And when the crash came in the 11th solid hitting won for the sailors.

Hopkins and Brunner were the sailors in the limelight despite the former's presentation set in the sixth and the latter's bad error in the same inning. The two men paved the way for the Philippine scores, yet Hopkins was the defensive power for the Navy and Brunner's triple paved the way for Wood's single and the sailor victory as the evening shadows gathered.

Incidentally Mister Dopester is carrying a lantern today. He is higher than the K-34 and less certain as to the route to travel. It is all because of the Navy win.

Dope Bucket Upset

The Navy defeated the Philippine team. The Filipinos hopped it on Tientsin on Thursday. The Tientsin outfit nosed out Shanghai. Now if Shanghai beats the Navy or if Shanghai wins this afternoon—— You figure it out!

To return to the eleven innings. While Hopkins, Brunner and Wood held up the Navy end the opposition contributed a star or two. Bobby Stell, the peppery leader of the Philippine crew, was one of these. Stell made two pretty assists, getting Wood at the plate in the third by a beautiful peg. He grabbed two hits, one of them a clean triple, and nearly capped the afternoon's exhibition by stealing home in the Filipino half of the 11th.

Lorenzo's Spectacular Grab

Lorenzo in left field pulled one of the greatest catches ever seen here. It came in the fifth and robbed Wood of a homer.

Lorenzo was playing in close when Wood crashed one over his head. The little fellow turned his back to the ball, tore for the cricket club at full speed, glanced at the ball over his shoulder, leaped into the air and then speared it with his gloved hand. He was given a great reception by the crowd as he came in to the bench.

Colixto was another star, the lanky shortstop just eating up the territory between second and third, making three lightning underhand throws to first, staging a double play without any outside aid and just making himself generally useful. His best play was in the sixth after Golvin had sailed one a mile a minute at Masias. The Filipino pitcher just managed to stop the force of the hit and could not hold the ball. It rolled off his glove as Colixto rushed across from deep short, grabbed the pill with his bare hand and shot it to DeChaves in time to nip Golvin.

Ylanan made one nice stop and DeChaves dug them out o' the dirt like a champ around first.

Hopkins Fanned 13

Hopkins pitched a remarkable game. He fanned 13, passed a couple, made a wild pitch and fielded his position well except in the sixth. His opponent, Masias, was saved by spectacular fielding at least twice but at times pitched great ball. The Navy bunched hits in the third and 11th and these were the innings that told the tale.

Hopkins fanned the first two men to face him but Stell singled and went to second on a passed ball. DeManzana rolled to Henderson and Stell was forced at second for the final death.

After Brunner had grounded to Colixto and Wood struck out, Hopkins fanned but made first when the catcher dropped the ball. He stayed there while Henderson was thrown out by Masias.

Both teams went down in order in the second and the Filipinos did likewise in the third. The sailors didn't.

Sailors Score Three Runs

Grenier and Hunt were passed. Brunner hit a high one back of second which would have been easy for Gonzales had not Ylanan attempted to make the catch. The two collided and the easy fly went for a single. Grenier and Hunt scoring and Brunner going to second on the throw in.

Wood's single to center scored Brunner and Henderson's hit chased Wood to third after Hopkins had missed three. Golvin hit to Stell, the latter's perfect throw nipping Wood at the plate. Henderson died stealing third.

De Manzana landed on Golvin's error in the fourth, stole second and saw DeChaves and Malalis fan. In the Navy fourth, Crowley and Dimmick were called out on strikes and Colixio got Grenier at first after a great stop and throw.

Both teams went down in order in the fifth, Lorenzo making his spectacular catch in this session.

Whereupon The Score Is Tied

Then came Mr. Hopkins' personally conducted tour of Lorenzo, Ylanan and Stell, the Navy pitcher allowing the three visitors to see all points of interest on the round trip from the home plate to the score board.

Brunner started it. He kicked Lorenzo's roller for a goal. Ylanan bounced one at Hopkins. Hopkins fumbled it and mussed up a made-to-order double killing but had time to get Lorenzo at second. Hopkins threw to center field (by mistake) and Lorenzo came all the way around. Ylanan was rounding third when Hopkins went out to get Crowley's return and a perfect throw would have caught the Filipino by yards.

Hopkins threw over Wood's head and Ylanan had it soft. That made two. Stell then busted one that came over the heart of the plate, holding up at third. Hopkins then scored Stell with a wild pitch—a very wild pitch.

The wild pitch ended the Navy pitcher's air journey and he settled down to strike out De Manzana and DeChaves. Malalis was passed but Wood got him going down.

Henderson nearly scored in the sixth after he had reached second when De Manzana dropped his high fly in deep right and made third on Golvin's out. Henderson had taken a big lead off third and made for the plate as Malalis bluffed a throw. Malalis ran him down on the line.

The Golvin death came through the medium of the agility of one Colixto, whose feat of pegging the ball to first after sweeping it up with his bare hand is described above.

Masias singled in the seventh, DeManzana punched one in the eighth, and Stell got as far as third in the 11th. The first two were stranded and Stell was nipped when he essayed the daylight robbery of home plate.

Wood busted a safety in the eighth. He got no further. Golvin hit for two bases in the ninth only to be doubled as Colixto nabbed Crowley's liner and touched the bag.

That's the way it went until the 11th.

Let it be proclaimed that Wood garnered three singles, two of said singles chasing as many runs across.

The box score:

U.S. Navy

	AB	R	BH	PO	A	E
Brunner, 3b	5	2	2	3	1	1
Wood, c	5	0	2	15	1	0
Hopkins, p	4	0	0	3	2	2
Henderson, ss	4	0	1	1	1	0
Golvin, 3b	4	0	1	0	0	2
Crowley, cf	4	0	0	1	0	0
Dimmick, rf	4	0	0	1	0	0
Grenier, lf	3	1	0	2	0	0
Hunt, b	3	1	0	7	0	0
Totals	36	4	7	33	5	5

4th Philippine Infantry

	AB	R	BH	PO	A	E
Lorenzo, lf	5	1	0	2	0	0
Ylanan, 2b	5	1	0	1	1	0
Stell, 3b	5	1	2	1	2	0
DeManzana, rf	4	0	1	0	0	1
DeChaves, 1b	5	0	0	14	0	0
Malalis, c	3	0	0	9	2	0
Gonzales, cf	4	0	0	1	0	0
Colixto, ss	4	0	0	2	5	0
Masias, p	4	0	0	0	5	0
Totals	39	3	4	30*	15	1

*None out when winning run was scored.

By innings	1	2	3	4	5	6	7	8	9	10	11	R	H	E
Navy	0	0	2	3	0	0	0	0	0	0	1	4	7	5
4th Phils.	0	0	0	0	0	3	0	0	0	0	0	3	4	1

Hits by innings	1	2	3	4	5	6	7	8	9	10	11	
Navy	0	0	3	0	0	0	0	1	1	0	2	=7
4th Phils.	1	0	0	0	0	1	1	1	0	0	0	=4

Earned runs—Navy, 4; 4th Philippine Infantry 1. First base on errors—Navy, 1; 4th Philippine Infantry, 3. Three base hits—Brunner and Stell. Two base hit—Golvin. Stolen bases—Grenier and DeManzana. Left on bases—Navy, 3; 4th Philippine Infantry, 5. Double play—Colixio, unassisted. Struck out—by Hopkins, 13; by Masias, 8. First base on balls—off Hopkins, 2; off Masias, 2. Wild pitch—Hopkins. Umpires—Chapman and Logan. Time of game—one hour and 55 minutes.

Club Team Wins From Defenders

(Continued from Page 2)

bowling. A change in the bowling department caused Bhoora's retirement, he being nicely caught and bowled by Ellis.

The tail was sadly lacking and the tenth wicket went down showing 36 for a total. Manley with 7 wickets for 30 runs was the Recs' successful bowler.

After the interval Milner and Wallace faced Bhoora and R. F. Shroff. Milner succumbing to Bhoora with 4 to his credit. Ellis, who then joined Wallace, carried the good work up to the 40 mark when the latter was given l.b.w. to Shroff. Wickets continued to fall fast and at the fall of the seventh Capt. Cooper began thinking of who he could play next week when Ryton began to like Bhoora's and Ragi's bowling and carried on to all the last wicket of the game with 44 to his credit.

C. E. Ollerdessen, A. F. Ollerdessen and W. Hines forming the last hopes for the Recs. All did well and supporters of the blue, white and blue flag have to thank those three players and Ryton for the saving of what might have been a bad defeat. R. F. Shroff again proved his ability with the leather, bowling 29 overs and taking 7 wickets for 56 runs. Fielding on the part of both teams was fair and if the Parsees had only kept up the form they showed at the commencement of the homesters' innings and not got nervy they would have won.

The analysis:

Parsees

C. H. Bhoora, c. and b. Ellis	50
E. D. Damri, b. C. Ollerdessen	0
R. H. Ragi (Capt.), b. Manley	14
R. F. Shroff, b. Manley	16
M. H. Kavarana, b. Manley	0
S. F. Shroff, c. Quincey, b. Manley	7
C. B. Sethna, b. Ellis	0
R. Vicajee, not out	3
M. D. Daji, b. Manley	0
N. S. Karanjia, c. Ellis, b. Manley	0
B. D. Tata, b. Manley	3
Extras	1
Total	44

Bowling Analysis

	O.	M.	R.	W.
C. G. Ollerdessen	6	–	33	1
W. T. Manley	9.4	–	30	7
F. Ollerdessen	1	–	16	–
J. J. Ellis	3	–	6	2

S. R. C.

F. Milner, b. Bhoora	3
T. Wallace, l.b.w., b. R. Shroff	18
J. J. Ellis, c. and b., R. Shroff	25
L. P. Quincey, b. R. Shroff	0
H. J. Cooper (Capt.), b. R. Shroff	2
W. T. Manley, b. R. Shroff	9
R. H. Ryton, b. Daji	34
F. H. Ollerdessen, b. R. Shroff	7
C. G. Ollerdessen, b. R. Shroff	21
A. F. Ollerdessen, c. and b. Ragi	18
W. Hines, not out	22
Extras	9
Total	161

Bowling Analysis

	O.	M.	R.	W.
C. Bhoora	10	1	42	1
R. F. Shroff	20	4	56	7
R. Ragi	11	2	23	1
S. F. Shroff	1	–	12	–
M. Daji	1.5	–	19	1

Police Win From Navy

The Police entertained the Navy to a close and exciting game but one of not too scientific nature. McDermott and Sale were responsible for most of the Police score, the former, picking up 20 runs and the latter 10. Due to the uneven state of the ground both scores were very low. Lurcock for the sailors proved high man with the ball.

Sale beat Rock for bowling honors on the Police side and Lurcock was the only one with double figures for the Navy. Crookdake was very much in evidence with the ball, the sailors seeming to like his deliveries and knocking 11 runs off him in a couple of overs. Maskee old man, you can have your time when soccer comes round again.

The figures follow:

Navy

Lt. O'Connor, b. Rock	2
W. Catlen, c. Jefferson, b. Rock	0
S. Mouk, b. Sale	0
D. Hagan, b. Sale	6
A. Howard, b. Sale	2
D. H. Bell, b. Rock	1
F. Parsens, b. Sale	1
F. W. Lurcock (Capt.), b. Alers	11
T. Richardson, st. Biggs, b. Treacher	7
C. Clark, b. Alers	0
A. N. Other, not out	1
Extras	9
Total	40

Bowling Analysis

	O.	M.	R.	W.
G. Sale	7	1	7	3
E. C. Lock	8	3	8	3
T. Crookdake	2	–	11	–
R. C. Alers	1.3	–	1	2
F. A. Treacher	1	–	1	2

S. M. P.

F. C. McDermott, c.b.w., b. Howard	20
F. H. Treacher, b. Howard	1
E. C. Rock, b. O'Connor	0
G. Sale (Capt.), b. Lurcock	10
W. Well, b. Lurcock	4
R. C. Alers, c. and b. Lurcock	7
T. Crookdake, b. Lurcock	0
H. J. Jefferson, c. and b. O'Connor	2
A. L. Biggs	0
G. Johnston, not out	0
C. W. Higgs, b. O'Connor	5
Extras	6
Total	51

Bowling Analysis

	O.	M.	R.	W.
D. Hagan	6	1	13	–
A. Howard	5	–	10	3
F. W. Lurcock	5.2	–	19	4
Lt. O'Connor	5	1	8	3

MARTIN'S APIOL & STEEL PILLS for Ladies

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ENGLAND EXPECTS YANKEE BANTAMS

Big Purses Will Attract Pal Moore And Others Says Eugene Corri

England expects a rush of American bantamweights there for the money that is in sight for bouts with Jimmy Wilde. Eugene Corri, the noted English referee, writes:

"I suspect that in the near future the American bantams generally, and Pal Moore in particular, will make for London and go all out for Jimmy Wilde, who has evidently put the idea of going to the States on one side. There is much money for the little man here. Easy money, I should say; money out of a round of holidays.

"If I were Wilde I should go slow for a while, and by so nursing myself be absolutely prepared when the big stuff comes along. Judged by his talents Wilde should have made quite a pot of money, but I don't think he has. He was only just beginning to get among big purses when he went into the army, and except for his contest with Joe Conn which, believe me, did not bring in a fortune, he has only had one big fight that was money making—that with Joe Lynch—for ever such a long time. We have not heard definitely whether Pete Herman is coming over, but there are signs and portents that Pal Moore is just itching to come. I do not take serious notice of the statement that Moore will want a sure £2,000 for his end if he fights Wilde in this country. I should be staggered if he got such a sum.

"Now Joe Lynch has gone home to see his mother there is not a little speculation whether he will before he returns to this country seek a match with Herman or Moore, or both of them. The little fellow told me that if there were half a chance of his having a bout with one or the other he would take it on without any hesitation. For he believes that he can go one better than Moore, and has a high regard for his chances against Herman. If he were to meet Herman and beat him Pal Moore would be put out of court for a match with Wilde, and then Lynch would take the official bantam championship, and as Jimmy is after the title he would not hold back if Lynch were to press for a return contest."

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This advertisement is issued by the British-American Tobacco Co., (China) Ltd.

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI LOCAL TIME IS ONE HOUR AHEAD OF RAILWAY TIME

SHANGHAI NORTH TO ZAHKOU—"DOWN" (MAIN LINE) ZAHKOU TO SHANGHAI NORTH—"UP"

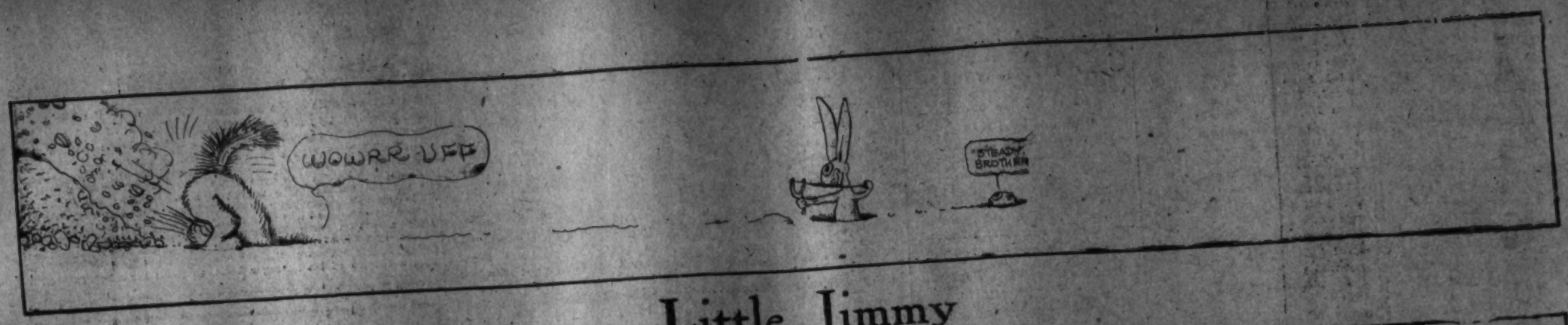
STATIONS	Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local	Night Express R
Shanghai North dep	....	7.35	9.00	10.00	....	14.50	15.50	....	19.15
Jessfield dep	....	7.51	9.16	10.23	....	15.06	16.06	....	19.30
Soccawu dep	....	7.58	9.23	10.38	....	15.13	16.13	....	19.36
Lunghwa Junction dep	....	8.15	9.40	10.53	....	15.30	16.29	....	19.50
Shanghai South dep	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.55*	*19.20*
Lunghwa Junction dep	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*	*19.50*
Sungkiang dep	....	8.59	10.48	12.02	....	16.07	17.42	....	20.26
Kashai dep	....	9.51	11.52	13.28	....	16.53	18.49	....	21.20
Kashing dep	7.40	10.25	12.30	14.35	....	17.22	19.20	....	21.56
Yekiah dep	8.45	11.05	13.15	15.50	....	17.53	....	....	22.22
Chapiao dep	9.45	11.41	14.00	16.50	....	18.24	....	....	22.53
Hangchow dep	11.10	12.50	15.25	18.40	....	19.19	....	....	23.43
Zahkou arr	11.35	13.10	15.50	19.10	....	19.35	....	....	24.00

STATIONS	Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local	Night Express R
Zahkou dep	....	....	6.30	7.55	....	9.20	14.10	15.30	17.50
Hangchow dep	....	....	7.00	8.30	....	10.00	14.35	16.05	18.15
Chapiao dep	....	....	8.04	9.48	....	11.40	15.20	17.36	19.03
Yekiah dep	....	....	8.41	10.31	....	12.39	15.51	18.40	19.35
Kashing dep	....	7.15	9.28	11.22	....	14.10	16.30	19.30	20.16
Kashai dep	....	7.48	9.53	11.55	....	14.48	16.52	....	20.38
Sungkiang dep	....	9.05	10.47	12.59	....	16.08	17.40	....	21.36
Lunghwa Junction dep	*8.18*	*10.36*	*11.38*	*14.06*	*15.33*	*17.23*	*18.23*	....	*22.23*
Shanghai South arr	*8.35*	*10.55*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....	*22.40*
Lunghwa Junction dep	....	10.30	11.38	14.06	....	17.18	18.23	....	2.17
Soccawu dep	....	10.39	11.44	14.14	....	17.28	18.32	....	2.26
Jessfield dep	....	10.46	11.51	14.21	....	17.37	18.39	....	22 30
Shanghai North arr	....	11.00	12.05	14.35	....	17.55	18.8	....	22.45

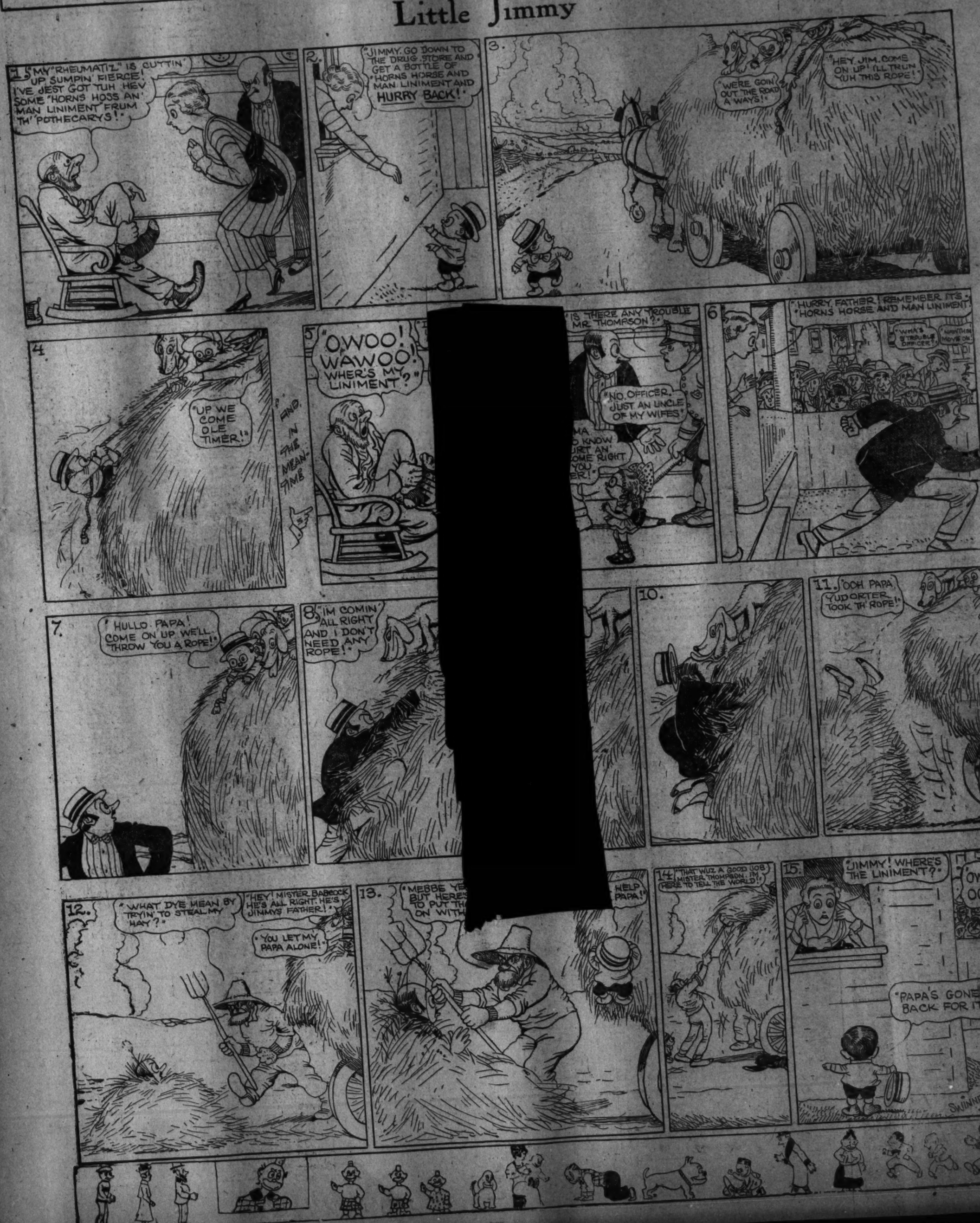
KONZENCHIAO TO ZAHKOU (KIANGSHOO BRANCH LINE) ZAHKOU TO KONZENCHIAO

Konzenchiao dep.	6.50	8.25	11.25	14.00	15.55	17.30	23.00	Zahkou dep.	....	10.10	12.25	....	....	18.40	....
Kenshangmun dep.	7.10	8.50	11.40	14.15	16.15	17.45	23.15	Hangchow dep.	7.30	10.40	12.45	14.55	16.40	19.15	23.40
Hangchow dep.	7.20	9.15	11.52	14.24	16.25	18.07	23.25	Kenshangmun dep.	7.42	10.57	12.57	15.12	16.52	19.27	23.52
Zahkou arr.	....	9.40	12.10	....	....	18.25	....	Konzenchiao arr.	7.55	11.10	13.10	15.25	17.05	19.40	0.05

R. Restaurant Car.



Little Jimmy


1. "MY "RHEUMATIZ" IS CUTTIN' UP SUMPIN' FIERCE! I'VE JEST GOT TUH HEV SOME "HORNS HOSS AN' MAN LINIMENT FRUM TH' POTHECARYS!"
2. "JIMMY, GO DOWN TO THE DRUG STORE AND GET A BOTTLE OF "HORNS HORSE AND MAN LINIMENT AND HURRY BACK!"
3. "HEY JIM, COME ON UP! I'LL TRUN YUH THIS ROPE!"
"WE'RE GOIN' OUT THE ROAD A WAYS!"
4. "UP WE COME OLE TIMER!"
END. IN THE MEAN-TIME
5. "OWOO! WAWOO! WHER'S MY LINIMENT?"
"IS THERE ANY TROUBLE MR THOMPSON?"
"NO, OFFICER. JUST AN UNCLE OF MY WIFES"
6. "HURRY, FATHER! REMEMBER IT'S "HORNS HORSE AND MAN LINIMENT."
"WHA'S D'TROUBLE OFFICER?"
"NAW I'M A MOVIE ON"
7. "HULLO PAPA! COME ON UP WE'LL THROW YOU A ROPE!"
8. "I'M COMIN' ALL RIGHT AND I DON'T NEED ANY ROPE!"
10.
11. "OOH PAPA YUD ORTER TOOK TH' ROPE!"
12. "WHAT DYE MEAN BY TRYIN' TO STEAL MY HAY?"
"HEY! MISTER BABCOCK HE'S ALL RIGHT. HE'S JIMMY'S FATHER!"
"YOU LET MY PAPA ALONE!"
13. "MEBBE YE... BUT HERE'S TO PUT TH... ON WITH..."
HELP PAPA!"
14. "THAT WUZ A GOOD JOB MISTER THOMPSON. I'M PERE TO TELL THE WORLD!"
15. "JIMMY! WHERE'S THE LINIMENT?"
"OWOO! OOHO!"
"PAPA'S GONE BACK FOR IT!"
SWINNERTON 19